

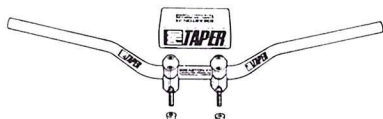
Trail Rider

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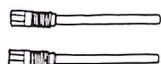
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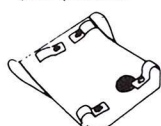
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On the cover: Okay, we admit it. We threw together a story on riding in Washington just so we could print this photo. Isn't this everybody's dream of what trail riding is all about? Honestly, this is what most of Washington's riding looks like. It's worth checking out. Beautiful photo by Kinney Jones.

**October 1996
Volume 26 Number 10**

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Warning: Each issue of Trail Rider is lovingly crafted by hand in the old world tradition, and consequently there may be small errors here and there in your magazine. We like to think that these little errors give Trail Rider its home-grown appeal, and apologize if they cause any inconvenience. When riding, go all out to keep yourself safe by wearing plenty of protective gear, including a helmet and quality eye protection, and strive to be aware of what's happening all around you. This is a fun sport, it would be a shame to waste it all by gettin' kilt, as Huck Finn would say.

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LAST OVER



by Paul Clipper

Cameras I Have Drowned and Loved

Luckily, I have no emotional attachments to my camera gear any more. It used to be that I was a passionate photographer, one with a hard and fast opinion of everyone's choice of gear. Nikons ruled, everything else was junk! That was before I shot the ECEA banquet one year with my trusty Nikon and my mind somewhere else, and managed to go the entire night not realizing there was no film in my camera. When I discovered the problem I quickly reloaded and staged enough shots to get by, and then later on realized that I had the flash set wrong and burned up all the photos!

Shortly thereafter I sold the Nikon for more than I paid for it five years earlier (testimony to the thorough brain-washing of amateur photographers everywhere), and bought a Canon camera and flash so automatic that it does everything short of composing the picture for you. You can still shoot photos with no film in the Canon, but it complains bitterly when you do.

It works well, but there's no emotional attachment between me and it, which was just as well this past weekend when I went swimming with it. It all started when Steve from the Berkshire Trail Riders sent me down to a spot on the Farmington River to take photos. The scene was a nasty rock garden, on a ledge over the river. Trouble was, it was on the other side of the river. "That's okay, you can hop rocks to get across," he told me.

He was right, too. It wasn't hard at all to get across, and I went over and shot some pictures, and actually spent far more time helping riders through the section. By the time everybody had come through, I was really feeling the pinch for photos that day. Like, the problem was that Claxton, Gunn and Cayer, the three leaders, had passed me early in the morning and here it was halfway through the run and I still hadn't caught a photo of them. We could get into a valid discussion of whether it was really necessary to get a photo of the winner in every event, but suffice it to say that I was trained to believe in the "winner photo," and am a slave in the pursuit of it.

So in a major hurry to get back to the front of the pack, I rushed down the hill and onto the river rocks before bothering to pick a line across. Anybody skilled in rock hopping knows this is a bad idea, but I jumped out on a couple of rocks and knew right away I was going to get my feet

wet. The two next possible steps were under water, but I hopped out onto them anyhow and was a little surprised to feel the tug of the current on my feet. "Plenty of water in this river..." I said to myself, and went for the next step, a jump up onto a rock sitting a good eight inches out of the stream.

I knew right away I'd hit it wrong. The rest of my body expected my left foot to be about an inch and a half farther up the face of the rock, and because of this my right foot just didn't come close to the balance point. I hung there for about a three-second beat, desperately trying to fly—like they do in the cartoons—and then just fell over backwards into the water. I had a helmet on and full riding gear, so there wasn't



(Photo by Pete Denison)

a question of getting hurt, but I immediately connected the fact that my camera gear was all stashed in a hiker's fanny pack, and that the water was mid-way up my chest.

I wish I had a picture of what I saw when I splashed up on the bank and zipped open the fanny pack. To see an expensive dry-land camera floating in a pool of river water, right alongside a \$300 flash unit is not a pretty sight. Just like sitting down to a rain-soaked lunch, only a little more expensive. Suffice it to say that the camera refused to work after that, and that the film inside it was ruined. I tried to get it started, as if it were a drowned bike, but drying it out didn't work and I rode off to get my other camera on the other side of the county. Jennifer Howley was surprised that I wasn't hopping mad when I told her about it afterwards, but I just shrugged it off. I'd never soaked a camera before, and it was probably high time I did.

Two interesting things about the rest of the day, though. I stripped the camera apart and left it in the hottest place I could find—the dashboard of my truck, of course—and it did dry out and resume working without any expensive repair. Which is good. The second funny thing about the experience is my spare camera for the day was a genuine waterproof Nikon Action Touch, a certified underwater camera that wouldn't have cared a wink

about being dunked. I thought that was particularly funny while I spread the soaked pieces of the Canon all over the truck.

The waterproof Nikon hasn't been abused overtly yet, although it was bought to replace a camera that was destroyed by beer. The beer-killed camera was a Nikon L35AF, one of the first autofocus pocket cameras, and this particular one had grown to be quite a friend over the years. It worked well enough that I had a special bracket built for it, where I could attach it directly to the bottom of my regular camera with both lenses aligned, so it was actually possible to take two photos at once. At the very least, it solved the problem of having two cameras around my neck, banging into each other. Craig Baker of Link Racing made that bracket for me.

What happened to the L35AF, though, had nothing to do with the bracket. I had it along when I went to the Incas Rally in 1989, and was using it to take snapshots during our private "victory celebration" on the train down from Macchu Picchu, where the trophies were handed out. Through my direction—I'll proudly admit—all the beer on the train as well as all the beer at the water stop halfway down was purchased and donated to the party, which was a semi-private affair sponsored by myself and the rest of the riffraff on the train, all of whom naturally gravitated to the last car. We know where we belong. We had Greeks, Swedes, Australians, Belgians and I don't know what else, but I know all the Italians and Frenchmen were up in the front of the train, in what they thought were the "better seats."

Well, if they wanted a drink, they had to come to our car to get it. We had a Mariachi band we'd hired, and I swear we had a couple of exotic dancers but that could have been the Australian girls, I don't rightly recall. The beer was flowing like wine, and pretty soon the car was jammed shoulder to shoulder with people, almost to the point that the band had to stop playing. When they did stop, Franco Acerbis started shaking bottles of our beer and spraying it around the car, which, of course, started an all-out war. By the time one of the Frenchmen started a fist fight and the party ended, we had soaked that train car gaslights to gunwales with fine Peruvian malt beverage. I recall sitting back, satisfied enormously over the success of the party, in the nearly deserted car as we rumbled into Cuzco, watching the pools of beer float back and forth on the floor as we jerked around the turns.

Three weeks later I paid a \$75 repair bill for my trusty L35AF, that quoted "liquid damage" as the cause of death. When the L35AF started suffering again, I bought an expensive Nikon pocket zoom camera to replace it, and then quickly crushed the poor thing in a downhill endo in Pennsylvania. The Action Touch water proof camera came along next, since it's built like a tank and I figured it would definitely lower my risk of "liquid damage" once and for all.

And all I have to do is start using it! □

A large, detailed photograph of Ty Davis, a professional off-road motorcycle racer. He is wearing a brown and yellow Moose Offroad racing suit with a large moose head logo on the chest. He is looking off to the side with a serious expression. In the background, there are faded images of him racing a motorcycle, wearing a helmet and goggles. The text "Ty Davis" is written in a stylized, cursive font in the upper left corner.

Ty Davis

In this year's prestigious ISDE only one American rider came out on top.

- August 96, Hämeenlinna Finland. Factory Moose Offroad rider Ty Davis proved he has what it takes to battle the best racers in the world. With competitors from every nation, Ty rode his factory backed Kawasaki for six grueling days under Finland's harshest conditions to take top honors as America's highest placing rider*.

All of us at Moose would like to thank Ty on this awesome achievement. At Moose Offroad we're committed to the sport we love and the riders who make it happen.

*4th overall



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MAIL ENTRY

Getting Legal

Dear Trail Rider,

I've only been a subscriber for a couple of months, and I don't know about all the stuff you guys cover (bike tests, for instance), but you know what I'd like to see?

No?

Well, I'm gonna tell you anyway. I'd like to see an article about laws concerning dual sport conversion kits. I was going to buy a new XR600, and do a Baja Designs conversion. I got the paperwork from the state of PA. I was told I would need to get a reconstructed title, and the girl at the counter told me that the state might not go for my plans.

The thought of dropping five grand on a dual sport bike that wouldn't be street legal screwed up my plans. Instead, I bought a DR350s, and still kind of wish I had given the XR a try.

I'd love to see an article on the laws of each eastern state, and the hassles one would be faced with trying to get a dirt bike titled for street use. What would be REALLY awesome for me would be something like a converted WR250. I realize this would probably never fly with the state, but I'd still like to know if a two stroke could actually be done in the east.

Tim O.

via Internet

Tim, a friend of mine has a registered, NJ inspected, completely legal '93 Husky 360, and he got it that way with a Baja Designs dual sport kit and a little bit of ingenuity. Once you have a title, in this world, it seems you can register and legally plate anything, and how you get that title is the trick. Most

folks I know title the vehicle in a state that allows it and then bring the out of state title into their home state. It can be done, but you just can't be scared off by bureaucrats. We have done stories on how to get street legal in different states, but the laws seem to change daily and often times we were given inaccurate information (from the DMV staffers), and gotten into trouble with it. The best thing to do is take your questions straight to the DMV and go from there...but it helps to have a title first.

Charlie Welcomes Mr. Ed

Dear Paul,

Thanks for all the help at the Cincinnati dealer show, it really helped me get hooked up with a bunch of good sponsors, mainly Acerbis. After many hours of standing around with sad puppy dog eyes I asked Bill Berroth about a support ride. He fidgeted nervously at first but finally agreed to sell me stuff. Now this may not sound like all that much to you, Mr. Factory guy, but having a supplier sell me stuff is a big deal.

So when Acerbis agreed to support me I was ecstatic, and so were my ex-wives. I gathered all my child support books and sent them off to sunny California where Mr. Berroth will pay all my support. That is a support ride isn't it? I also sent along some ideas for inventions of my own, like the Mooch racing pillion or my ISDE gas can. I already got my new SIDI boots and my feet are well on their way to forming to the mold this Italian cobbler think my feet should be shaped like. You claim your boots fit like gloves. I don't think I would like all that extra leather between my toes, but I'm willing to try.

You had asked me to write a story about the Cincinnati dealer show. It would have been a total waste of my time because you would have cut out my favorite parts and put in non-incriminating non-insulting non-insulting non-revolting nana that you feel compelled to print, knowing full well 99.9% of the readers would really want to know the real dirty ugly truth. You have said it your-

self: you are afraid of some kid's mother calling you. Can't you see my side? Wouldn't the mother rather have her child read dirty truth than be treated like trash like they do when they write to the other magazines? "Gee Mister Know Alot, I'm a big stupid kid from an area in the country where they have trees and dirt. I have a undersized worn out mini bike and want to get into racing, what should I do? Charlie Williams."

"Dear Charlie: If you are as big as you are stupid, then you must be as big as the L.A. Coliseum, Dude. I would recommend a YZ 250 with the works long rod kit for extra pull. Send your stock forks to the dump and replace with Carbon Nitro's Attention Grabber forks. Put the shock on your screen door and buy one from my step uncle at three times its worth. Of course even a simple hog farmer would know to swap out 3rd 4th and 5th gears, install a back pressure jack plate, along with a biometrical fuel metering device. Send your little black box and 400 American dollars to my half cousin and he will send it back in two days, guaranteed. So there's a start Mr. Williams, good luck in your racing career and keep taking your medication. Mr. Know Alot."

Is this the way you want your children addressed? Certainly not! I hope you want them treated as people, you want them to learn and experience. My stories may be off-color, off beat, off the wall, off the subject, but in each story I write I try to include a lesson. So Paul, next time an angry mother calls, talk calmly with her and explain that, no, reading an article in a motorcycle magazine about going to Cincinnati, buying a swimming pool of hookers, caviar, and Quaaludes is not going to make her son run away from home. No M'am, the discovery of Satan's Bishop in your teen ager's jeans is what is going to make him run away. But at least he was reading Trail Rider and can work on bikes and not get swindled by the working girls. Education comes in many shapes.

While I've got you on the fax I might as well let you know how I feel about Hertfelder. You said I would be the very last B class enduro rider you ever hired. Now you adopt Mr. Ed, the very first day he is out of work, and give him the back page! Mark Uth and I work our tails off trying to get an article in front of the staples and we turn around and you're in bed with Hertfelder! Pretty little Cheri Alix gets to be up front with all the hi-dollar ads, and my good work shows up either looking like the fine print on one of the jack leg enduro flyers or leads right into the Yankee trader. What am I to think?

Bitter as a Plastidil

Charlie Williams

You really shouldn't try to think, Charlie. Haven't I spoken to you about this before? You get all wound up, forget to take your medication, and next thing you know I have to bail you out of the security office at the Petro truck stop again. The old man at Wong's grocery tells me his customers are getting nervous now when they see you pedaling down the block on the three-wheeled bicycle, and your dog is incontinent again. If you'd just relax and write about good, wholesome motorcycle racing I guarantee your life would turn around and the Indy 4-H Club would start looking up to you again. □

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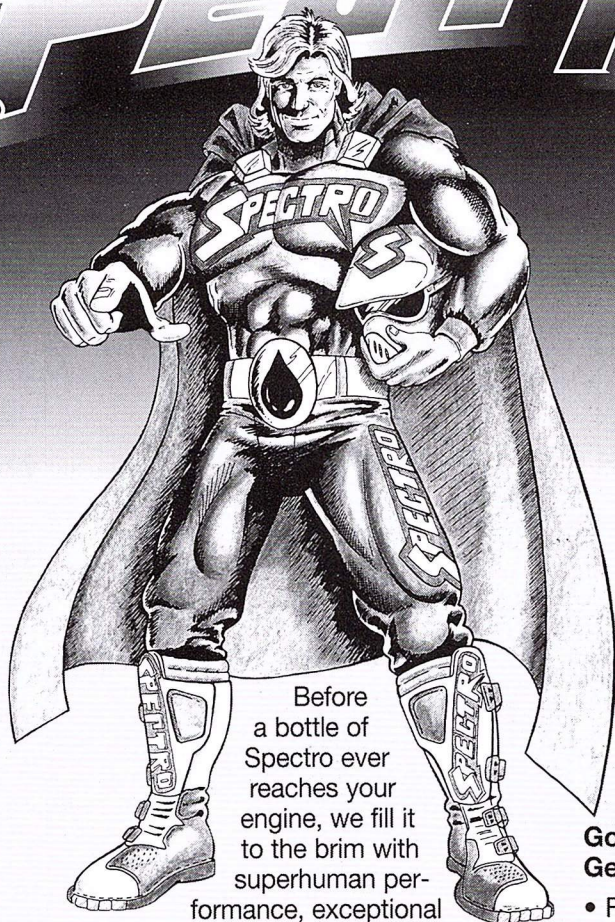


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EASTERN NEWS

new knee guard that is worlds better than anything offered by a motorcycle gear company so far. Look for photos and more details about the Moose Offroad '97 line in upcoming issues; and look for the new gear at your Moose dealer.

More Hertfelder

Just in case you didn't get enough of Hertfelder's Checkpoints story in the August issue, sharp-eyed reader among you have noticed that we repeated it in the September issue. Consider that an Extra Bonus Hertfelder, since it was such good reading. Actually, we're still trying to figure out how we managed to put together, print out, ship to the printers and approve the proofs, never noticing that we were repeating ourselves. Oh well, this month we have a new Hertfelder column, we promise.

Speaking of which, if you want to exercise

NETRA Banquet, Annual Meeting

This year's NETRA awards banquet organizers, the King Philip Trail Riders, are going to do something different. In an effort to get more people out to the NETRA Annual Meeting, where officers are elected and major rule changes discussed, NETRA and the KPTR agreed to try combining the two events. So what is happening is this: On January 25, at the Holiday Inn, Mansfield, Massachusetts (31 Hampshire St., near the junction of Route 95 and 495), you will find the NETRA Annual Meeting going on from 10 a.m. until approximately 12 p.m. After that, the annual awards banquet will get into full swing, with product displays, vintage bike displays, videos, and the annual flea market and auction. Cocktail hour is from 5 p.m. to 6 p.m., and dinner is at 6:30. After that we will have the awards presentations and a very special guest speaker: Bob Hicks, the founder of NETRA and of this magazine. Then, on Sunday morning, there are tentative plans for a little ride, dubbed the Jim Frost Trail Ride, for the hardy among us. Rooms for Saturday night at the Holiday Inn are pledged to go for \$75, and that includes breakfast for two Sunday morning. For more information on how your company can display there, or what the procedure is for the flea market, call the NETRA number, 860-875-5757.

New Moose Duds

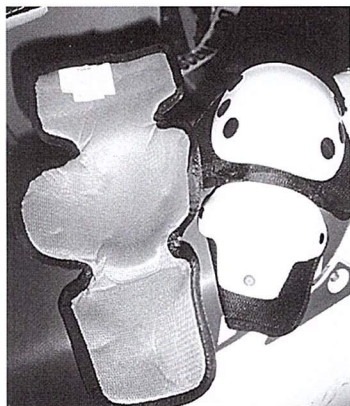
You should start seeing the new Moose Offroad clothing for '97 around New England pretty soon, as the gear is being made and distributed through the channel. The style of the riding gear is totally new, but still somewhat subdued and tasteful, they have some yellow gear, but no neon colors. Instead, the colors run to dark purples, blues, greys and a mustard camel color that looks much better than it sounds. They've used the knowledge of bicycle clothing manufacturers to create a really neat new XCR jersey out of wicking material that feels great on your skin, plus they've got a

The new Moose knee guard: nice on your knees.



Three born entertainers—the guy in the middle can ride, but don't let the other two sing for you. KTM's Scot Harden, Lyle Lovett, and former national MX champ Chuck Sun, just out trailriding.

that new 28.8 modem you just bought, point your Web browser towards www.trailrider.com and you'll be hooked into the Off Road section of Motorcycle Online, which now has all of the Hertfelder stories (incidentally, M.O. has the Hertfelder tale that should have been in September), as well as a lot of the Trail Rider stories from as far back as April or so. We'll probably put everything from '96 except the local stuff up on the site, and M.O. has promised to archive all the info, so if you want to look up a bike test from a few issues back, online will be the easiest way to do it.



Printed Matter

By the way, if all this talk about old issues has you wanting a specific back issue or two, we still have back issues for sale, going back a fair number of years. There are a few months from 1996 that are completely sold out, but if you need a certain issue write to us and let us know, and we'll try our best to find it for you. Only catch is: you have to pay for it. Back issues

Massachusetts Protest March

Actually it'll be more like a slow drive through. What's happening is a group of concerned Massachusetts trail riders are meeting at the Capeway Rovers MX Track in Middleboro, Mass., on October 27 at 10:30 a.m. The track is one mile from the junction of Routes 44 and 58 in Middleboro, down Plymouth Street. From this meeting place the entire group will drive a route through Myles Standish State Forest to protest the Massachusetts Department of Environmental Management's virtual closure of the State Forests to trail bikes, and the specific closure of Myles Standish, a State Forest long known for its established and maintained trail system. You are encouraged to bring your bike in the back of your pickup truck or on a trailer, to increase the visual effect, and also to ride your street bike or dual sport bike in the convoy. For more information call Bettencourt's Honda at (508)587-1701, or Buzzards Bay Cyclesports at (508)295-5392.

are \$2 each, plus \$3.50 for postage and handling for up to six issues (postage costs are killing us!). Remember though, to make our job easier, find out what issue you want, and write it down and mail the info along with a check for the full amount. If we don't have the issues you want, we'll send your check back, no risk. For all you trials nuts out there, we have scads of the August issue with the international trials story in it. Let us know if you want them.

ECEA Banquet

The East Coast Enduro Association has announced that the annual ECEA awards banquet will once again be at the Radisson, in Treves, PA, same place as last year. Nice place, too, and good food. The date for the event is February 8, 1997, and a special rate of \$100 for two tickets to the banquet and a room for the night is available. You can find out more at your ECEA club meeting, or contact the ECEA at the number listed in the box on these pages.

Under New Ownership

Maybe you've noticed in their ad, or tried to call on the old number, but Enduro Experts has moved. The new address is 314 Route 542, New Gretna, NJ 08224. The new owner is an ECEA expert by name of Ron Lucas, and Ron is intent on seeing Enduro Experts grow and flourish. Former owner John Roeske is going to be staying on with Ron, working for him and teaching him the tricks of the suspension tuning biz in the mean time. They do good work, and they know how to make a bike work in the woods (they've got the TR Husaberg right now, working on the forks). Their new phone number is (609)294-8703.

Cruise Info

So here's the deal on the Trail Rider cruise. So far, a formal cruise doesn't exist. What we have is a travel agent giving us a

Where To Ride October 1996

10/6 Mohawk Enduro	Adams MA
10/6 AMA National Hare Scrambles	Lynnville, IN
10/12 Clarkie's Mild Ride Junior Enduro	Assonet MA
10/12-13 Lisbon GNCC	Lisbon, OH
10/13 Clarkie's Mild Ride H.S.	Assonet MA
10/13 Tri State Turkey Run	Winchendon MA
10/13 ECEA Hare Scrambles	CDR, South Jersey
10/20 RORR Dual Sport	New Philadelphia, PA
10/20 Cockapontset Enduro	Chester CT
10/20 AMA National Hare Scrambles	Park Hills, MO
10/26 Nervous Novice Parent/Child Ride	Alton, NH
10/26 Granite State Junior Enduro	Alton, NH
10/26-27 Iron Man GNCC	Crawfordsville, IN (bikes Sat.)
10/27 Granite State Hare Scrambles	Alton NH
10/27 Pachaug Rock Ride Turkey Run	Central Village CT
10/27 Delaware State National Enduro	Delaware City, DE

very good rate on a cruise that is happening on the dates listed in the ad. We couldn't possibly fill a whole boat, because the boat must hold about 20,000 people, and there's not nearly that many Trail Rider readers. What we're doing is advertising these cruise dates, and if we get enough people interested they will make a small fuss over us, arrange for a private cocktail party/hospitality gathering thing one night aboard the ship, and maybe do another couple of nice things for the group. If we don't get a lot of people there will still be a cruise on those dates, and anybody is welcome to join it. Why are we doing this? Because we think it'll be a good time, and a great excuse to party on a big boat and get some good mid-winter sunshine. As of right now, none of us in this office have ever been on a cruise, but according to what people tell us it is a tremendous amount of fun, if you like eating and drinking and partying to excess on the high seas. And who doesn't? So we figure we'll try to get a fairly big group of people (it'd be nice to have 50 to 100 dirt bikers on board), and just hang out and relax and get to know each other. If you think you might be interested, find the cruise ad (why it's right here!) and call the number for Rogers Travel Agency and ask for more information. Don't call us, we know nothing, but the Rogers people make their living doing this and they can help you out. It's getting closer to February every month, so start planning now if you want to do it. □

NAMES AND ADDRESSES

New England Trail Rider Association (NETRA) P.O. Box 478 Ellington, CT 06029 (203)875-5757	District 4 Enduro Comm. AMA P.O. Box 6114 Westerville, OH 43081 (614)891-2425
East Coast Enduro Association (ECEA) RD 4 Box 5671 Jonestown, PA 17038 (717)865-0601	New York Trail Rider Alliance, NENYC 8 Komar Drive Charlton, NY 12019
Vermont Trail Riders Asc. (VETRA) P.O. Box 136 South Pomfret, VT 05067	District 6 Sports Asc. P.O. Box 554 Lebanon, PA 17042 (717)272-6896
Pennsylvania Trail Riders Association (PATRA) Box 77 Thomasville, PA 17364	SETRA 5165 Thompson Mill Rd. Lithonia, GA 30038
Racer Productions (AMA GNCC Series) Route 7, Box 459 Morgantown, WV 26505 (304)594-1157	Blue Ribbon Coalition P.O. Box 5449 Pocatello, ID 83202 (208)237-1557
Budds Creek Hare Scrambles (301)475-2000	Virginia Championship Hare Scrambles Series (VCHSS) 114 Holloway Drive Smithfield, VA 23430 (804)255-4620

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First Annual Trail Rider "Payback" BAHAMAS CRUISE

February 24th — February 28, 1997

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Think of it! Not only do you get to kick back, relax, and pay back your crew, you get to do it with a large group of dirt riding people just like yourself! If our cruise turns out to be as popular as we think it'll be, this will become a yearly event you won't want to miss!

We're taking space reservations now, so for more information or to book passage on the *Sovereign of the Seas*, call Rogers Travel at the numbers below. We're going to have a ball, and you've got to be there!

You've got 6 months! Save your gas money, start a vacation fund, 'cause we're going sailing!



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Outside Cabin, Category I: \$567.50
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3rd and 4th Person in Room: \$348
(Total of: \$260 per person, \$79 port charges, \$9.50 taxes)

Rates based on double occupancy. Rates do not include airfare. We may put together a ground transportation package to Daytona Beach following the cruise if enough "cruisers" are interested. Call (800)843-8745 for more information on the Daytona link.

Trail Rider Cruise Itinerary

Feb. 24, Depart Miami 5:00PM
Feb. 25, Arrive Freeport 8:00AM, Depart 3:00PM
Feb. 26, Arrive Nassau 9:00AM, Depart 6:00PM
Feb. 27, Arrive CocoCay 8:00AM, Depart 5:00PM
Feb. 28, Arrive Miami 9:00AM

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All rates per person, based on double occupancy. Upgrades available on request at slightly higher rates, subject to availability. Additional air fare from most east coast cities is about \$279. Air fares could be less, please call for a quote. A deposit of \$100 per person required to confirm reservations. Final payment due Jan 1, 1997.

THE REST of the WORLD

Big Week In Hameenlinna

Hameenlinna, Finland, suffered through a week of unseasonably hot weather and unreasonably fast riders the week of August 12—17, for the annual running of the International Six Day Enduro. National Affairs editor Charlie Williams was on hand for the event, so we don't want to blow the whole story here, but suffice it to say it was a pretty good week for the American team.

The Finns won the overall in the World Trophy competition, no surprise there, especially considering fast four-stroke guy Kari Tiainen was the headliner on the team. Team Italy, with overall winner Giovanni Sala as their leader, finished second overall, and Team USA was third, with Ty Davis' third place 175cc class finish as the top score. This is the first time the USA Trophy Team has had a podium finish since 1982, when we finished second overall in what was then known as Czechoslovakia.

The American Junior World Trophy Team finished seventh in that team's competition, after losing rider Bill Hamilton on the second day. The top news, though, is that the Daytona Dirt Riders club team, consisting of Fred Hoess, Guy Cooper, and John Nielsen, took the top Club Team position by a decisive margin. We'll have more on the event and the trials and tribulations of the teams next month. say good going! They did a great job.

New Life for your Pacemaker

Pete from A-Loop Offroad called the other day, all excited about their new update kit for the Pacemaker enduro computer. It really does sound like a good deal: You send your Pacemaker back to A-Loop, and they will clean it all up, install a new lens on the face, do an update to the battery box, install new switches, and then wire in a new set of remote handlebar-mounted switches. The handlebar switches duplicate the function of the "Up" and "Down" buttons, and should make the Pacemaker much more convenient to use. When they're done, they'll ship it back to you, and the charge for all this is just \$99. For more information, call A-Loop at (303)791-0035.

Proud Sponsor

Cyco Active sent a note letting us know that they supplied the American ISDE team with a score card holder for their bikes. It was a neat little holder; with a clear top to show a route card with check information, and inside with a secure holder for the score card. Cyco says if there's enough interest they'll be making and selling a score card holder for the general public this fall. Cyco Active is, of course, the maker of the Spare Tube Fenderbag, the BarPack, and many other ingenious map and gear carrying devices. Call them for a catalog/brochure at (800)491-CYCO, and you can see their stuff on the World Wide Web at <http://204.157.237.61:80/homes/cycoactive/>.



Cool New Graphics

If all your new bike had to offer was "Bold New Graphics," maybe you could save some cake by keeping your old bike and applying some cool new graphics of your own. Acerbis and Pro's Choice has got some killer side panel decorations

to fit all the popular scooters, and they call it the 1997 Attack Graphics line. They have the OEM name on them and all the swirly cool arts effects you can stand, and if you want to mess with someone's mind you can put the KX graphics on your CR (guaranteed not to fit, though). Get them at your Acerbis dealer for around \$58 a set.

Plea for Shocks

Okay, this is not a joke. It may seem like the dumbest thing you've ever heard, but listen up and you may be able to make a few bucks. Rick "Super Hunky" Sieman called us the other day, all excited about this new race truck he was building. It was all his own design, and Hunky claims the suspension on his rig is going to be the wildest ever seen on an off-road race truck. "I'm going to hang every wheel from a bunch of Yamaha Monoshocks! It's gonna work great!" The only stumbling block he has is the number of shocks he needs: at least 16

of them. They have to be a Yamaha YZ remote reservoir Monoshock, from model years 1982, '83, or '84, and he needs the springs and mounting bolts as well. "Tell everybody I'll pay...umm...\$20 each, and I'll pay the shipping!" Honestly, we think you could get more for them, but call Hunky and dicker with him if you have a Monoshock laying around, any condition. His phone number in Mexico is 011-52-6-613-3480, and we think you should also get him to pay for the call! His address is Rick Sieman Racing, 4492 Camino de la Plaza, San Ysidro, CA 92173-3097.

Watch Out for Bed Liners

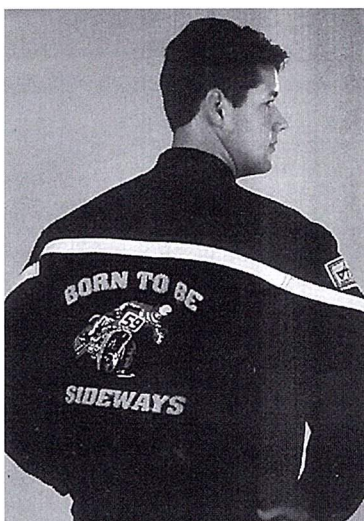
Our friend Al Roof sent us a little note the other day describing the potential problems between plastic pickup truck bed liners and steel gas cans. Apparently it is possible for a static charge to build up between the pump and a metal gas can, if the can is sitting on a plastic bed liner and thus insulated from electrical ground. There have been confirmed case of gas cans exploding from this static charge, while being filled. You can imagine the trouble this might cause you, as well as the loss of riding time that might result. The solution to the problem is to always remove gas cans from the bed of your pickup and place them on the ground away from vehicle and people—as much as possible—while you're filling them. Apparently, there is no problem when you are filling plastic fuel cans.

Husky is Numero Uno

Naturally, as soon as the Six Days results were out, Husqvarna fired off press releases to brag about their victories, which were considerable. Huskys won the 125cc class, the first three positions in the 400cc Four-Stroke class, and first place in the 500cc Four-Stroke class. Husqvarna also won the Manufacturers Team competition, with the Husky El Campero team finishing first, and the Husqvarna Europe team finishing second. Finally, they tell us that out of the 60 Huskys entered in the tough Finnish event, 51 machines finished. Not a bad performance at all!

Born to be Flat

If you're a old-tyme flat-tracker by nature, you're going to be interested in this. Tucker Rocky dug deep into the vaults and came up with this timeless old design in a black suede casual jacket. It says "Born to be Sideways" on the back, with a flattracker hanging it all out, and has a smattering of old patches on it, like a Ken Maely steel shoe patch, a Trackmaster patch and more. Retro? You bet, and there's only 300 of them made. You can get them from your Tucker Rocky dealer for \$299.95. □



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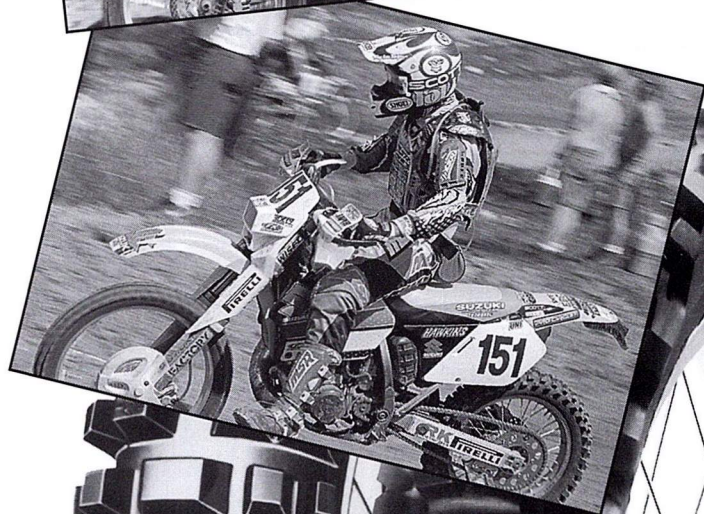
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CENTRAL VERMONT

What happens when you mix water and mud?

by Cheri Alix, photos by Jay Chittenden

Chelsea, VT 6/30

We could hear the rev of their motors, but we couldn't see the riders from the parking lot. The start of the Junior event was completely socked in by fog. It was an eerie morning, with fog so thick you could see it floating by, and woods so dark you wish you had a headlight. The event was almost canceled due to so much rain in the past week but the fields had started to dry out and the course wasn't bad. The club constructed bridges over all the creeks and real mudholes. There were quite a few off-camber rooty sections and the fields were quite slick,



Tom Norton found the Vermont course to his liking, and took a much needed overall win.

but nothing was impassable.

As the Mini, Junior and Women event got underway at exactly 9 a.m., it was Eric Rougeau taking the early lead. Rougeau held onto the lead throughout the event but not without some tough competition from Brian Lawson. Lawson was back only four seconds when he had a slight mishap on the final bridge crossing. He slide off the side into the ditch. The incident required a few stitches to his knee but he still managed to finish in second place (the stitches came later). In the Mini class, it was Nathan Kanney taking the class win with a comfortable lead of fifty seconds over Mike Peristere in second place. Michelle McKinnon continued to dominate the Women's class, taking the win and being the only one in the class to complete all three laps.

Without any delay, the Novice race got underway with Peter Gravelle taking the early lead on his Suzuki 250. Gravelle held the lead for the first two laps before being passed by Brian Dawson and Karl Dinges, also riding in the 250 class. Closing in fast on the front runners was Marc Senecal on his Kawasaki 200. Brian Dawson physically crossed the finish line in first place 10 seconds ahead of Senecal, but with adjusted time for starting position, Senecal was awarded the Novice Overall.

As the final Novice riders were still rolling in,

the Expert and Amateurs lined up for the final event. The course was lengthened to 8.5 miles for the final event. They originally had laid out 11.5 miles but the new section wasn't dry enough by race time. As the conditions turned for the worse halfway into the Expert race, it was definitely for the best that they left it out. The course was well broken in from the previous two events, making for plenty of traction even in the field sections.

The fog was still hanging over us when the Expert/Amateur event got underway. Getting the holeshot was Manchester Honda's Josh McLevy. Banging bars right behind him as they took the first left turn out of the start were SCR/Yamaha/Valley Motor Sports' Tom Norton and Pub Racing's Todd Levesque. The course took an immediate right turn down an embankment and into the dark woods before popping out into a field, banking a sharp left and back into the woods. McLevy held the lead going down the hill but Norton had his wheel inside. As the riders came out of the dark woods, Norton grabbed the outside berm and took the lead. McLevy held right behind with Levesque hanging in third.

The front three held together for the first lap, with Dunlop/Link/Tech Tubes Norton out in front. McLevy wasn't back twenty seconds at the end of the lap. Levesque was still in third, back another twenty seconds. Coming around in fourth and putting in some impressive riding this year was Wes Clarke on a Honda 250, followed by Dave Gunn. Gunn, who has had nothing but bad luck this year, was once again being plagued. This time it was a rear flat tire. He lost six places while changing the wheel, but by the end of the second lap he moved himself back

up to sixth place only seconds behind Cris Crispin in fifth. Unfortunately, Gunn was now back almost four minutes from leader Norton, dashing all hopes of placing in the top three.



Josh McLevy got the holeshot once again, but couldn't hold onto it under the intense pressure from Norton. McLevy has a wild, aggressive style that makes him a spectator favorite at the NETRA races.

As the riders went out for their third lap it started to rain, then it started to pour. Norton came in to pit with fifty seconds on McLevy, who also stopped to pit. The torrential rains were quickly ruining the track. The course went from fun rideable trails, to "get out the spikes and paddle tires!" The two major hills were strewn with riders. The off camber sections were becoming slick mudslides. One section at the end of a field was as steep as a ski slope. The club had posted a course marshal at the section to slow down riders before they made a suicidal off-camber turn down the hill. Those that ignored his warning wound up in the woods. It was now becoming a survival event. The only way to get around sections was to paddle. Those without nonskid seat covers had to do everything in their power not to slide off the back of the bike.

The leaders had been running the laps in thirty minutes but it was forty minutes before Norton came around for the completion of the fourth lap. He stopped in for goggles, taking off just seconds before McLevy rounded the field section before the barrels. The two were hoping for a shortened event, but not this time. They were sent out for the fifth and final lap. Levesque came around in third place and pitted for a splash of gas. Clarke, who was still running in fourth, also stopped for the final fill-up.

The top 10 riders were now over 20 minutes apart. In the forty minutes between laps we only saw about two dozen riders, many of whom were just completing their third lap while the leaders were on their fifth. A large number of riders didn't even bother going out for the final lap. Midtown Kawasaki's Randy McCann called it quits after the fourth lap along with Expert Vet rider Russell Bain. Bain already had the class win with only four laps in and he had no intention of going out for another lap.

Out in front, Norton still had the lead but McLevy was right behind. As Norton would stop at the bottom of a hill waiting for riders to either ride up or fall off the hill, McLevy would catch up. The two continued to play cat and mouse throughout the first half of the lap with both rid-



Lots of morning fog made the starts hazardous, as Justin Spinney and Kenny Law find out heading for the first turn.

ers trying to move out in front only to get stuck in a rut or fall over on a hill. Norton was able to finally pull away when McLevy took a bad line, coming to a dead stop in a rut. It was time for Norton to put the hammer down, or should we say put his feet down and paddle.

It was just under three hours of racing when Norton came around to take the checkered flag. McLevy finished in second place down two minutes. Levesque was back another two minutes when he ran out of gas just 200 yards from the pit. His crew didn't have any more gas in the pits and had to scramble back to their truck for some fuel. They managed to get him gassed and going again before Clarke came around. Levesque finished just one minute ahead of Clarke, taking third overall with Clarke finishing fourth. Rounding out the top five was Dave Gunn on his Manchester Honda KTM.

Taking the Expert class overall was Factory Connection's Rick Claxton. Claxton and Ken Valentine traded places throughout the first three laps with Claxton finally pulling away on the fourth lap. Taking the overall in the Amateur class was Vet rider Harold Bowen on his Kawasaki. Bowen edged out fellow class rider Ron Lemieux by over one minute for the overall.

If we had an ironman award it would go to Arthur Menzel in the Expert 250 class. Menzel was the last rider to come off the course, finishing the event 1 hour 25 minutes after Norton. Menzel did complete all five laps and finished 12th overall. Talk about a long day. □

Central Vermont Class Results		
Tom Norton	Yam	
Overall Champion		
Rick Claxton	Hon	
A High Point		
Harold Bowen	Kaw	
B High Point		
Marc Senecal	Kaw	
C High Point		
AA		
1. Tom Norton	Yam	
2. Josh McLevy	Hon	
3. Todd Levesque	Yam	
4. Wes Clarke	Hon	
5. Dave Gunn	KTM	
Junior		
1. Eric Rougeau	Yam	
2. Brian Lawson	Yam	
3. Andy Briggs	Kaw	
4. James Weslowski	Yam	
5. Drew Carpenter	Yam	
Mini		
1. Nathan Kanney	Yam	
2. Mike Peristere	Yam	
3. Brian Wozniak	Yam	
4. Joe Robert	Kaw	
5. Brian Choquette	Yam	
Women		
1. Michell McKinnon	Kaw	
2. Sally Haber	Kaw	
3. Dawn Shayer	Hon	
Novice 250		
1. Brian Dawson	Kaw	
2. Karl Dinges	Hon	
3. Peter Gravelle	Suz	
4. Joe Senecal	Yam	
5. Patrick Armstrong		
Novice 200		
1. Doug Fox	Kaw	
2. James Maguire	Kaw	
3. Frank Smereczynski	Kaw	
4. James Mallory	Kaw	
Novice 125		
1. Luke Dawson	Kaw	
2. Timothy Kelly	Hon	
3. James Taylor	Hon	
4. Craig Kuzia, Jr	Suz	
5. Mark Livsey	Hon	
Novice Four Stroke		
1. John Merola	KTM	
2. Chris Ericson	Hon	
3. Kevin Berquist	Hon	
4. Nathan Hubbard		
Novice Open		
1. Sean O'Donovan	Hon	
2. Chris Bolton	KTM	
3. William Fuchs	Hon	
4. Jeffrey Cummings	Hon	
Novice Senior		
1. Gary Cheney	Yam	
2. David Kanney		
3. Douglas Stroth, Sr	Yam	
Novice Vet		
1. Eric Reinhand	KTM	
2. Paul Dyer	ATK	
3. Thomas Cooley	KTM	
Amateur 250		
1. James Cooney	Suz	
2. Robert Carlson	Suz	
3. Bruce Yuill	Yam	
4. Todd Quail	Suz	
5. Chad Hedges	Hon	
Amateur 200		
1. Brian O'Neil	Yam	
2. Matt Jalbert	Kaw	
3. Tony Aprentos	Kaw	
4. Paul Rose	Hon	
Amateur Open		
1. Jon Leramie	KTM	
2. Adam Mathews	KTM	
Amateur Four Stroke		
1. Gus Bender	Hon	
Amateur Vet		
1. Harold Bowen	Kaw	
2. Ronald Lemieux	Yam	
3. Gerald Leary	Kaw	
Amateur Senior		
1. Larry Piers		
Super Senior		
1. Jim Simoni	Kaw	
Expert 250		
1. Rick Claxton	Hon	
2. Arthur Menzel	Kaw	
3. Rory Eastman	Hon	
4. DJ Lis	Hus	
Expert 200		
1. Brett Costello	Yam	
2. Paul Blanquart	Yam	
3. Kenneth Law	Yam	
Expert Open		
1. Ken Valentine	KTM	
2. Mark Burdick	KTM	
3. Douglas McKinnon	KTM	
Expert Vet		
1. Russell Bain	Hon	
2. Norman Turnberg	Yam	
Expert Senior		
1. Jerry Randall	CRE	
2. Frank Ackerman	Yam	
Expert Four Stroke		
1. Charles Burdick	Hon	

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FOGGY MOUNTAIN BREAKDOWN

Susquehanna Off Road Riders put on an international caliber event

By Mark Uth

Blain, PA 7/21

Imagine this. Miles and miles of rolling green grass hill sides. Upon closer inspection a serpentine track appears lined with yellow surveyors tape and scores of manufacturers banners. Ten thousand wild spectators press up against the tape, waiting for the passage of their national heroes, jabbering in foreign tongues, cheering for all. Sounds like the World Enduro Championship series or ISDE right? Well, except for the 10,000 spectator thing, the scene described was the final special test at this year's Foggy Mountain Breakdown Enduro.

Coincidentally, the final special test also played a pivotal role in determining the day's overall champion. Coming into the section, national enduro series title con-

seven seconds slower and managed to hold off the hard charging Hoess, winning the overall by a slim three second margin.

The event was run from the spacious Blain Fairgrounds, located west of Harrisburg, PA.

Hosted by the Susquehanna Off-Road Riders, this midpoint in ECEA series saw an unbelievably high turnout of entrants, all told over 320 riders entered the series' only closed course enduro. A contributing factor, no doubt, the weekend was graced with perhaps the best July weather possible with clear skies, low humidity and cool temperatures that dropped into the 50s on Saturday night, and race day highs that topped out in low 80s. The sizable field included a number of big names, including the Lafferty brothers, Kevin Bennett, Joe Lojak, Hoess, and a full complement of ECEA AA riders including Spence, McHale, Grossman, Cossaboon, Stankiewicz, Vanaman, Shenigo and Benson and a considerable influx from nearby District 7 racers.

Club co-trail bosses Jack Weitzel and ECEA president Mike Vanovich had laid out an 85 mile ride split into two loops through the heavily wooded Appalachian highlands of central PA. The course was to treat riders to some unbelievable picturesque mountain vistas and surprisingly loamy dirt sections through pine needle covered forest floor and grassy mountain two track. Closer inspection, however, revealed formidable challenges. Off-camber trail running across the face of open wooded mountain sides traversed scores of basket ball sized rock piles, fields of sharp loose rocks, and literally cords of down-fallen logs. At sign-up the club had posted the disclaimer: "By the very nature of its name,

this is an endurance event. Riders should be prepared accordingly." This was no joke.

The morning's ride started innocently enough with mostly time keeping trail and connectors for nearly the first ten miles. Soon enough, the speed average was bumped to 24 MPH and riders were checked into a lengthy section that proved extra slick due to a heavy morning dew. Nearly six miles of greasy rocks yielded to an emergency check-out at which Mike Lafferty and Hoess tested best with four point scores. Michael also got an important



The all-Meteor minute heads into the woods. Unfortunately, a camera problem ruined all our photos of the special test. You'll just have to enter in '98.

early edge on emergency points here, going 251 to Hoess's 261. Mark Spence and Jack Lafferty Jr. were close behind through the section with fives, while a handful of other top contenders including Richard Lafferty, Ross Benson, Craig Shenigo, Shawn Brell, and Brian Blanchard trailed with six cards.

As was to become the norm for the day, the check-out was followed by a healthy reset to get everyone back on time. Wood road and trail connectors for several miles brought riders to a check-in to the morning's second special test. While somewhat shorter at about four miles, this section contained perhaps the boniest rock piles of the day and even some tight trail in second growth forest. A secret check-out found Mike Lafferty, Hoess and Jack Lafferty each carding twos, while Spence, Shenigo, Brell, Blanchard, Dwayne Shirk, Rich Lafferty, and Bill Atkinson roosted in a point behind at three.

A short reset and precious little rest time elapsed before riders were dumped back into the morning's final section, another three-plus mile excursion through the rocks at a blazing 24 MPH. Here Michael got an important leg up on the competition, setting a two point benchmark through the section.



Team Lafferty: Richard, Mike and Jack Jr. (left to right). This year they are battling among themselves for the wins, and it seems like there's always a Lafferty in the winner's circle.

tender Mike Lafferty was in the drivers seat, marshaling his factory sponsored KTM to a lead of five or more points over the entire ECEA field, except, that is, for a pesky Suzuki mounted Fred Hoess. Hoess had gone nearly point for point with Lafferty all day long and trailed by but a single point prior to the final start control. And with a scorching run through the turf, Freddy almost managed to steal the win, posting the best score in the section, and beating the flip of the card to shave a point and even things up. Michael, however, was only



Look at them roots! The SORR woods look easy and inviting at first, but when you get tired you find out how tough they really are.

Hoess, Spence, Jack Jr., Benson, Shirk, Brell, Blanchard, Rich Lafferty, and Robbie Mohn each dropped three. Then a nice trail ride of woods roads and asphalt returned battered riders to the fairgrounds for the gas stop and a much needed 25 minute break. The standings at the midway point had Mike Lafferty leading the field with the only eight card, Hoess nipping at his heels with a nine, Jack Jr. two down at ten, and Spence with an 11.

Like the morning, the p.m. loop contained three more points-robbing sections, the final being the much anticipated grass track special test. Things started quickly enough as the check-in to the fourth special test was found a little over a mile out of the gas stop. What followed was another fairly short section, a tad over three miles sandwiched by secret checks. Hoess and Lafferty picked up where they left off in the a.m., each posting benchmark two point scores. Again nearly the same handful of top riders followed with threes, including Spence, the other two Lafferty brothers, Benson, Shenigo, Shirk, Brell, and Larry Poplin.

After the obligatory reset, the club gave everyone a break. For nearly the next thirty route sheet miles, riders were able to soak in the incomparable Appalachian mountain scenery with a brisk timekeeping trail ride over mountain top woods roads, smooth loamy trail and other connectors. Eventually all this fun came to an end with the check-in to another lengthy points taker. Another five plus miles of abuse, a secret check-out and subsequent reset resulted in Michael Lafferty and Hoess shaving another point, scoring three in the section to the fours posted by the rest of the go-fast crew. This pretty much finished up the wooded section of the race. Eight or nine miles of trail and road connectors were used to get riders to the start control at the beginning of the grass track; a reset provided just before to assure all's arrival on time.

Out of the gate, the grass track had riders roosting turf for nearly four and a half miles in a series of fields laid out in the rolling hills south of Blain. The combination of flat corners, short straights, and constant turns kept speeds down, assuring that none would be able to match the section's 24

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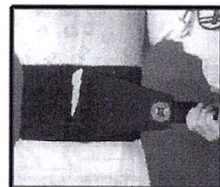
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and 36 MPH speed averages. Here, Hoess made his run for the gold, beating the flip of card by four seconds to post the only two score through the track. Michael notably had the second best time through the section, posting a three, but only seven seconds behind Hoess's benchmark. A plethora of other riders posted threes, Ross Benson trailing Michael by a few ticks, and Spence's time several seconds behind Benson. With that, Michael squeaked out the Overall win with a 16-404 card, a mere three seconds ahead of Hoess's 16-407.

Afterward, Grand Champion Michael Lafferty was more than happy with his ride, saying his factory KTM worked near flawlessly. Regarding the race itself, Mike raved that it was "a national caliber test that took more points than the recent Rhody National! The grass track section was like icing on the cake." Mike saluted Fred Hoess's ride, and especially his run through that section in particular, commenting "seven seconds is like an eternity in that type of test." For his trouble, Hoess didn't go home unrewarded, earning second overall honors and the High Point A trophy.

Manassas Honda CR250-mounted Mark Spence filled the third overall slot, finishing with a 21 card to stay in the thick of the ECEA series points battle. Spence's main competition, the other two Lafferty brothers, Jack Jr. and Richard, filled the fourth and fifth overall slots, respectively, dropping 21 and 22 points on the day.

In B class action, 250 class rider Tim Aretz put in a top 14 overall finish with a 27 point card to earn the High Point trophy by a five point margin. Runner-ups to the HPB were the 32s posted by Vet rider Mark Moyer and

Foggy Mountain Breakdown

Mike Lafferty KTM 16

Grand Champion

Fred Hoess Suz 16

High Point A

Tim Aretz 27

High Point B

Mike Tavani 34

High Point C

AA

1. Mark Spence Hon 21

2. Jack Lafferty, Jr. KTM 21

3. Richard Lafferty KTM 22

4. Ross Benson Suz 24

5. Craig Shenigo Yam 25

A125

1. Ken Long TM 32

2. Greg Davies Yam 35

3. M. D. Spencer Hon 40

4. Joe Tavanti 41

5. Bob Agonis Gas 43

A200

1. Robbie Mohn Kaw 28

2. Steve Ober Kaw 35

3. Ron Lucas Kaw 38

A250

1. Dwayne Shirk 23

2. Larry Poplin Suz 26

3. Mike Arendasky Gas 27

4. John Vincent 30

5. Shawn Brell 31

A Open

1. Dean Spencer KTM 29

2. B. Culbertson Hon 32

3. Rich Kline Hon 33

4. Richard Heins KTM 34

5. Kevin Reed KTM 35

A Veteran

1. Brian Blanchard Suz 28

2. Dave Santi 30

3. J. Gunselman Yam 34

4. John Roeske Kaw 34

5. Ken Law Hon 35

A Four Stroke

1. Bill Atkinson Hon 26

2. S. Chapkovich Suz 31

3. Sam Deninno Hon 33

4. Erik Nijkamp Hon 37

5. Vernon Wood Hon 37

A Senior

1. Edwin Queitzsch KTM 35

2. Jerry Lynn Yam 39

3. S. Wolfersberger Yam 45

4. Jerry Harris Suz 45

5. Dick Shirk Hon 47

A Super Senior

1. C. Stapleford KTM 43

2. Joe Lojak Yam 43

3. Jack Lafferty, KTM 45

4. Roy Fliegau KTM 47

5. J. Vanderberghe Suz 56

Masters

1. Joe Galie, Sr. Yam 68

2. Robert Hoover Hon 70

Women

1. Audry Harris Kaw 442

B125

1. Kurt Robbins Suz 34

2. Mike Sigety Suz 37

3. Brian Bolgard 38

4. Dan Compton Kaw 40

5. Craig Copland CRE 47

B200

1. D. Moorehouse Kaw 38

2. Richard Ohl Kaw 40

3. Eric Corbin Kaw 41

4. Todd Lockard Kaw 48

5. Jim Shainline Kaw 50

B250

1. John Parkinson Kaw 39

2. Dan Foster 39

3. Bob Solomon KTM 39

4. Pete Burnett Yam 40

5. Jim Waller Suz 42

B Open

1. James Reber. Kaw 35

2. Al Switzer KTM 37

3. Rick Kevela KTM 38

4. Bradley Barr KTM 41

5. Joe Galie, Jr. KTM 41

B Veteran

1. Mark Moyer ATK 32

2. Robert King KTM 33

3. John Ross 35

4. John Robbins Hon 37

5. Tim Kohl Suz 38

B Four Stroke

1. Ken Zabroski Hon 32

2. Pete Wolfe Hon 38

3. Stacey Clark Hbg 41

4. Enrico Galassi Hon 44

5. Troy Wertz 46

B Senior

1. Mike Pratola Suz 39

2. Chris Nauta Suz 48

3. Jack Lewis KTM 52

4. Tony Agonis Gas 56

5. Kerry Koeller TM 56

B Super Senior

1. Dave Verdetto Kaw 52

2. Kevin Littleford Hon 61

3. Karl Lagus Hon 71

4. Joe Brown 103

5. Tim Stibitz Hus 145

C200

1. Jesse Bear Kaw 36

2. Ray McKown Kaw 52

3. Gerald Brown 56

4. Bradley Sink Hon 59

5. Tim Swarner Kaw 62

C250

1. Kevin Smith 47

2. Anthony Deo KTM 50

3. R. Lockard, Jr. Kaw 53

4. Charles Bays Yam 56

5. Mike Wharton Suz 58

C Open

1. Fred Herbst 42

2. Paul Bitting KTM 57

3. Ray Strohm KTM 58

4. Dale Sweigart 61

5. George Bressler 80

C Veteran

1. Rob McNeel 41

2. Mark Burkholder 57

3. Charles Ketcham 57

4. Tim Grove 60

5. Kurt Ostermann 64

C Four Stroke

1. Art Faulkner Hon 47

2. James Paul Hon 57

3. Chris Crull Hon 58

4. Chris Thorsen Hon 62

5. Ron Smith Hon 62

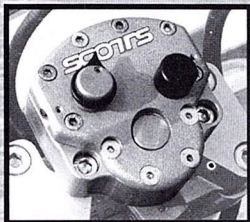
thumper pilot Ken Zabroski. Novice class rider Mike Tavani finished with a respectable 34 score for High Point C honors, besting the 36 points dropped by Jesse Bear. Joe Galie, Sr. claimed his obligatory Masters class win on the day, while Audry Harris was the best finisher in the Women's

class. Referee Calvin Smith saw that results were finalized and posted in an expeditious manner, with presentation of the considerable spread of trophies being completed before six PM. In all, it was a fine ride, and an excellent test. The grass track itself was more than worth the price of admission. □

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Country Champion

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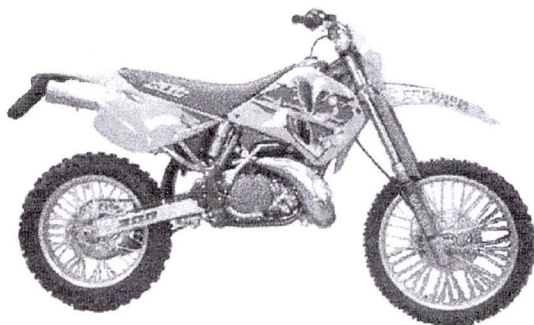
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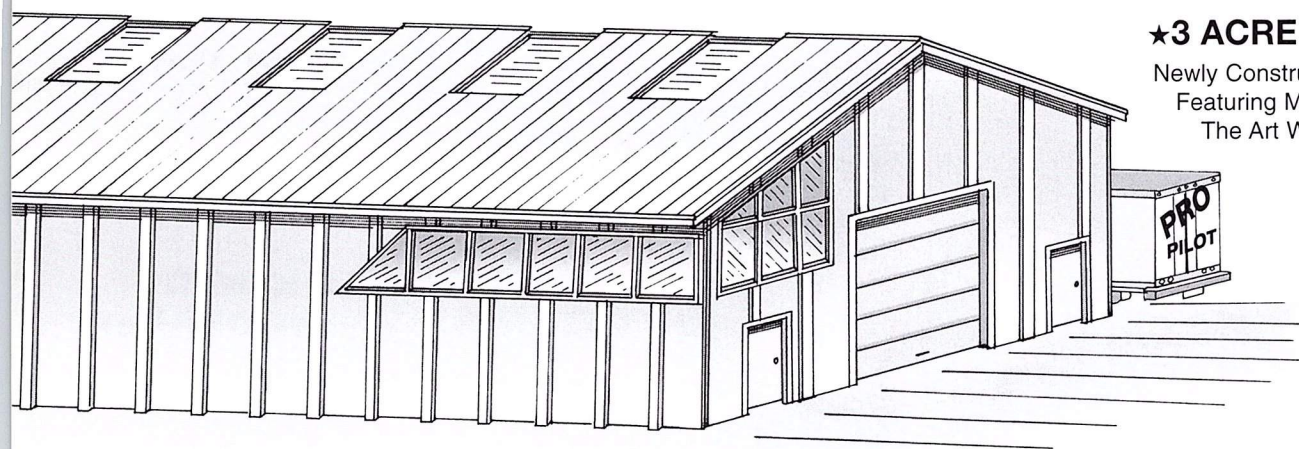
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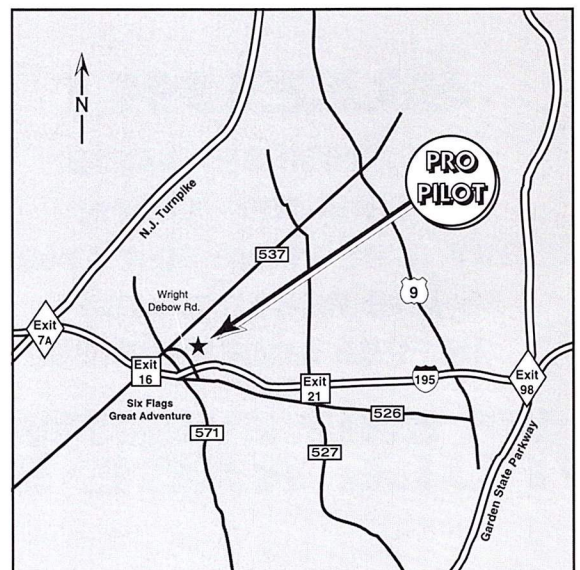
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A NORTHWEST RAMBLE

Washington State offers riding like you wouldn't believe

by Paul Clipper, Photos by Clipper and Kinney Jones

When you think about traveling out west for a riding trip, what do you think of? Baja, probably; and maybe Colorado. Possibly California, Nevada, mainland Mexico. Have you ever considered Washington? Probably not; when it comes to exciting, wild, trail bike adventures most people imagine all the places already mentioned, but if you don't consider a trip to Washington state, you're making a big mistake.

Sixteen years ago I traveled to Washington for the first time, and honestly I have to admit that I went there more to simply get out of the office than enjoy myself. What I rode or if I rode didn't matter, all I needed was a break from work, but the trip turned out to be much more than just a long weekend away. My host, Joe Wernex, fixed me up with a bike to ride through Don Rhodes' shop (a Bultaco 360, believe it or not), and from the first morning there I began a riding experience that changed my attitude very quickly.

Joe worked for the Washington Department of Natural Resources, and he wanted to show me that Washington was possibly the most progressive riding destination a dirt biker could hope for. His point was not only that the state actively promot-



Way too much fun. This trail came out of the woods and opened up into an old lava bed—note the rock formations up top. All of the mountains in Washington are volcanic cones.



High enough for snow in July? Sure thing! And what else are you going to do in 90 degree heat but start a snowball fight?

ed off-roading, be it four-wheelers, ATVs or motorcycles (or bicycles, hikers, runners, whatever), the Washington DNR was actively building and grooming trails for riders to enjoy. His build-up to this was an understatement.

We rode miles and miles of trail while I was there, endless sections of some of the finest single-track I had ever imagined existed. We rode in the Capitol Forest, and four different spots in the Wenatchee National Forest—

Naches, Ellensburg, Cle Elum and Leavenworth, and all were outstanding. Capitol Forest was different from the rest. Close to the state capitol of Olympia, there was evidence of plenty of motorcycle traffic (although we were there on a week day), and I understand now that a lot of the trails there are fairly beat up from use. Also, since Olympia is on the western side of the Cascades, it is much wetter than the eastern part of the state.

Wenatchee, in eastern Washington, is comparable to a high desert. The climate is very dry, and it can be dusty, depending on the time of year. However, there is much less traffic, since it's a bit of a drive from the cities, and the trails are more remote because of the lack of population. You have to be equipped for survival here; meaning water, food, maps, tools and the right kind of clothes, but given enough fuel and careful planning you can cover plenty of wild country.

For example, I recall on one day I was invited to lead the group, and my only direction was to stop at the sign at the next cross-trail. I asked how far ahead that might be, just to be prepared, and I was told "26 miles." Twenty-six miles of single track, with no trails crossing and no traffic at all! Nothing but the trail out front and scenic views off either shoulder! And then, when I arrived at the crossing, it was a few minutes of waiting up for the group, and then another

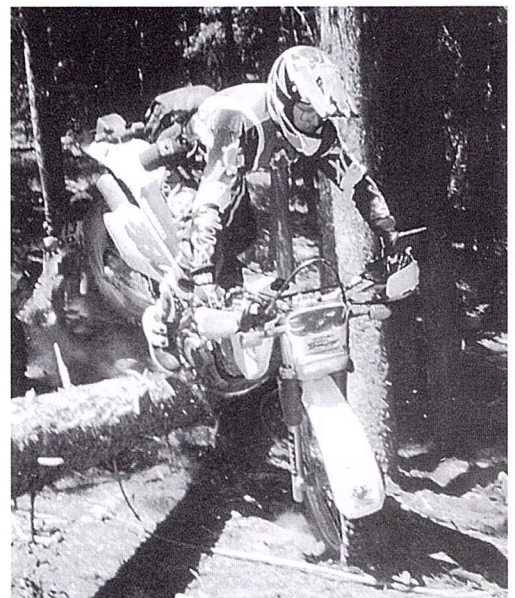
long stretch of single-track to the next stopping point.

It was, without a doubt, some of the best riding I'd ever experienced.

I swore I'd be back; possibly as soon as next riding season, but I never did. Sixteen years passed until this summer, when it came time for the Moose Offroad new products announcement, and the fine folks at LeMans, Inc., invited a gang of journalists to Washington State for a look-see at their new products and a little bit of trail riding. I was immediately excited about the trip, and wondered what had happened in Washington since that summer of '79.

One thing I'd come to realize over the years is that Joe had shown off his best trails to me. Some of them were still under construction, and all were pristine. Was the state still maintaining the trails? Were they still encouraging off-roaders to enjoy them? Thankfully, the answer is a cautious yes. The state still promotes off-roading, now through the Interagency Committee for Outdoor Recreation, and although the trails are still maintained, traffic has picked up in the last two decades.

We rode this year in a very small corner of Wenatchee managed by the Yakima County Sheriff's Department, and we did run into other riders, something that was a rarity back in '79. Also, a number of the trails we rode were actually fairly rough from use, although only one showed a fair amount of real damage in need of repair. However, I was told in confidence by some of the local riders that the trails picked for the Moose ride were definitely not what they would have picked to ride, because of the traffic and roughness. Then they went on to say that there is still a lot of wicked-good trails to ride in the



This is Dick Burlison, famous Senior class rider. Note the over-center position and the cocked angle of the front wheel. He's a master log-hopper, but he ate it on this one.



One foot on the rocks and an elbow over the wild blue yonder. There are plenty of trails like this in Washington state, and they're a ball to ride.

National Forest and beyond, if you just know where to travel. "Next time you're coming out to Washington," one of the guys told me, "you get in touch with me and I'll show you some riding you just won't believe."

Honestly, if that promise is good, you will be blown away by what Washington has to offer. In the few days we spent there we tackled more than a dozen single track trails, each one different but every one of them more exciting than the next. Deep evergreen woods would open out into a volcanic scree field, and then cut its way into the side of a rock cliff steep enough to make you swallow your gum. A narrow, gullied path seeming to climb straight up a mountain would end at a beautiful alpine pond. A woods trail would be spiced up with dozens of blown-down trees, like a log-hoppers dream come true. We rode through streams and snow banks and to the tops of jagged peaks, and every time the trees would thin out we'd be treated to a view of Mount Rainier, all snow-covered in the distance. It's still a gorgeous place to ride.

Also, since the Cascades are the great weather barrier of the northwest, when you're riding in them you never really know what to expect. As you ascend the mountains it gets colder, naturally, but as you stray farther towards the western side of the mountains it gets wetter and greener, while the farther east you go the drier and more desert-like it becomes. As you wind back and forth on the edge of this climatic line, conditions can change surprisingly rapidly. Some of the trails are easy and pleasant, and some are hair-raisingly hung on the side of great cliffs. You certainly won't be bored while riding here!

If a trip to the northwest may be in your future plans, what you need to do is call and get a little information; and you can get a lot of information if you ask for a copy of the Washington Off-Road Vehicle Guide. This is the bible of off-road recreation in Washington, and within its pages you will find all the major places to ride, descriptions of what the area is like, maps of the regions, what you need to be legal, and all the phone numbers and contact addresses you will need to get maps and such. It's a great place to start; we would also then get in touch with our friends up there for a little local information, or even hunt down active off-road motorcycle dealers in the region. As far as we know, there is no company offering trail bike tours of Washington, but we'll let you know if we find one.

For our riding excursion in Yakima County this year, we stayed at a fine place called the Whistlin' Jack Lodge on Chinook Pass in Naches, Washington. Whistlin' Jacks had the best restaurant you could ask for and a range

of accommodations from motel units to private cottages with a hot tub out on the deck of each one. The Lodge was hard up against the Naches River, so if you can stand a place where the river makes noise all night, and the air hangs heavy with the scent of pitch pine in the morning, you can't go wrong here. Their number is (800)827-2299.

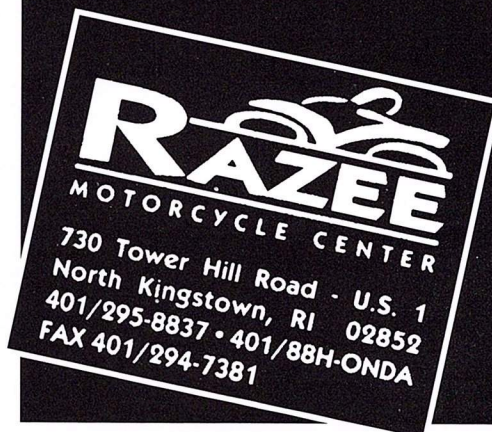
You can get the

Washington Off-Road Vehicle Guide from the Interagency Committee for Outdoor Recreation, 4800 Capitol Boulevard, P.O. Box 40917, Tumwater, WA 98504-0917; or call at (206)753-7140. All of the different ORV areas are managed by separate regional offices, and information for each of these offices is included in the back of the Guide. Without a tour company to do the work for you, you'll have to put together your own plans, but we guarantee you'll find that once the bike is unloaded and pointed onto the trails, you won't be disappointed. Besides, you can tie it all in with a trip to Seattle, where they have some of the best seafood (this is where all the salmon comes from) and more coffee bars than anyone can count! Good riding, good food, great scenery and coffee everywhere—it sounds like a perfect vacation combination to us! □



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TRI-STATE ENDURO

Hines' tough triumph on the Tri-State trails

by Paul Clipper, photos by Jay Chittenden

Sutton, MA 7/21

Ordinarily, having former national champion Kevin Hines riding the NETRA Championship events is like automatically giving up the overall win trophy. After fighting tooth and nail against Randy Hawkins, Steve Hatch and Ty Davis at the toughest national enduros in the country, coming back home to a NETRA event must be like shooting fish in a barrel to Hines. However, every now and then a crack appears in the armor for a short period of time, and on the morning of the Tri-State enduro, it looked like he was about to be beaten by the local boys.

Although fresh from a rough and muddy trail ride the day before (in which he literally rode the back wheel off a borrowed bike), Hines came into the Tri-State honestly claiming that he'd had no enduro practice since the Rhody National, a month ago. True, he didn't, but he had ridden a 2,000-mile rally in Brazil (DNFing after his borrowed XR600 hand-grenaded on the last day), which should qualify as some sort of practice.

"Well, I knew I wasn't going to warm up fast," he said after the event, "and I didn't. That can be really important in these NETRA events, because they're very short, and the

sections are short and hard to make time on. I knew I was going to have to just hang on a wait for it to all come together today."

He knows of what he speaks; in the first section Hines was just another rider, carding probably the sixth-fastest time through a short bit of southern Massachusetts woods. "I think it was four miles of pavement and then we dropped into the gnarliest stuff you can imagine. Just rocks and slippery, nasty roots. Yeah, it was normal riding!" Hines said.

Vermont CRE rider Jason Cayer, one of this year's rapidly rising stars, set the fastest time through the section, with a 2:42 to Hines' 2:53, and had he kept up at that pace Jason would have been bad trouble for Hines the rest of the day. As luck would have it he blew a tire in the next section, losing a lot of time and dropping way back in the standings.

That next section was a real bugger, the perfect place to get a flat. It was 18 miles long without a break, following a trail of half-buried rocks, ruts, roots and mud, thanks to the rain earlier in the week. It was a section designed to separate the mighty from the meek, but unfortunately a mean uphill right in the middle served to separate many of the riders from their hour. Nearly half of the 102 starters wound up houring out in that section, causing a little bit of grumbling back at the finish. Hines was once again posting a mediocre score, and former NETRA champ



When Kevin Hines shows up, the former national champ is a shoe-in for the overall win. He did it again today, but may not get enough points to win the title in '96.

Kemp Stewart (Hus) and Kawasaki rider Darrell Szlachetka posted the fastest times, coming through the check-out only 11 points down, compared to Hines' 13. "I have to admit I truly wound up on my head in that section, when I tried to jump a couple of huge slabs of granite and spun the



This log is about the only problem Jim Cooney has had this year. He's scored a number of B Light wins and a B High Point so far.



Keeping his front end light, Darrell Szlachetka keeps his feet dry and his clock on the money. He finished High Point A for the day.



First place B Heavy rider Mike Nash parts the ferns on a powerline. All agreed that you couldn't have asked for a better day for the Tri-State enduro.

rear tire instead. It was a low-speed endo, just the kind of thing you don't want people taking pictures of!" We are still hunting for the person who may have those photos. Film at eleven.

Twenty minutes grace and a gas stop allowed a lot of riders to get a little time back, and then Hines finally started warming up. The CRE pilot chalked up the fastest score in the next short section (known affectionately as "Bug Swamp"), and then never backed off of the throttle. Hines scored a 2:19, while Szlachetka roosted in right behind him with a 2:26. Two more sections followed, and Hines continued to turn up the wick, as he's done late in a race so many times before. He wound up with a three point loss at check nine, and a four

point loss at check 11. Try as he might, Szlachetka could only manage a 5-6 over the same two checks. He needed one point to tie Hines, but instead he finished up with a 25 card, while Hines turned in a 24.

The closest scores to Hines was a bevy of 4-5 scores, turned in by Mont Fairfax (Suz), James Kelly (Hus), Hans Neff (KTM), and Paul Milliken (KTM). Fairfax wound up in third overall, Stewart was fourth, and Kelly was fifth.

Szlachetka's second-place points netted him the High Point A trophy. B rider Dean Olsen, another Kawasaki rider in the Veteran class, turned in the top score of 47 points, good for High Point B, and Jarrod Kurosh scored a 48 over the shortened "C" course to take home High Point C. □

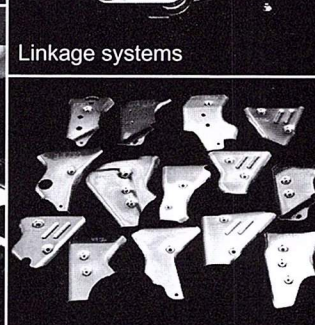
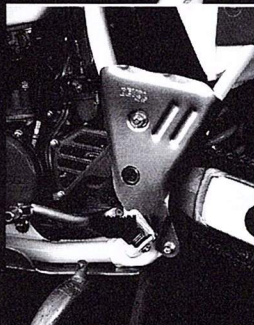
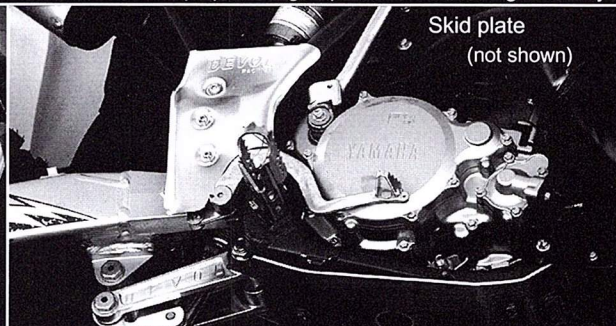
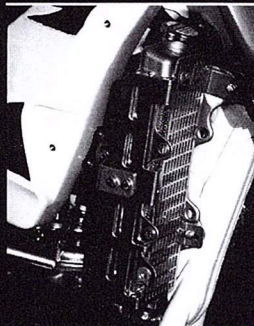
NETRA Tri-State Enduro		
Class Results		
Kevin Hines	CRE 24	
Overall Champion		
Darrell Szlachetka	Kaw 25	
High Point A		
Dean Olsen	47	
High Point B		
Jarrod Kurosh	48	
High Point C		
A Bantam		
1. Kevin Hines	24	
2. Darrell Szlachetka	25	
3. Hans Neff	36	
4. Kevin Howley	39	
5. Peter Tanner	40	
A Light		
1. Mont Fairfax	26	
2. Kemp Stewart	26	
3. James Kelly	27	
4. Dave Gunn	31	
5. Paul Milliken	37	
A Heavy		
1. Bill Sironen	47	
A Four Stroke		
1. Richard Seymour	42	
2. Patrick Wolf	65	
A Veteran		
1. Max Parkes	32	
2. Geoff Wurlitzer	45	
3. Ed Bishop	50	
4. David Dutra	54	
5. Fred Goldberg	59	
A Senior		
1. Jerry Randall	32	
2. Jim Smith	45	
3. Bill Johnson	52	
4. Jim Stoddard	61	
B Bantam		
1. Jim Cooney	57	
2. Paul Piva	57	
3. Kevin Knott	58	
4. Glenn Arnold	58	
5. Tony Mazer	61	
B Heavy		
1. Michael Nash	60	
2. Jim Royce	ck.10	
3. Art Pepin	ck.10	
4. Mike Stone	ck.8	
5. Mike Dowling	ck.4	
B Veteran		
1. Dean Olsen	47	
2. Gerard Grundman	56	
3. Brooks Saunders	65	
4. Bruce Rocha	65	
5. Bob Edwards	71	
B Four Stroke		
1. Justin Lis	66	
2. Michael Chop	ck.10	
3. Stan Poplasky	ck.10	
4. Kevin Jordan	ck.8	
B Senior		
1. Robert Kamay	62	
2. Robert Landry	ck.10	
3. Dave Mathisen	ck.10	
4. Alan Walker	ck.10	
C Veteran		
1. Greg Graolo	ck.8	
2. Ken Atkins	ck.4	
3. Jeff Fluckiger	ck.4	
C Light		
1. Jarrod Kurosh	48	
2. Eric DeGray	57	
3. John DiSimone	ck.8	
4. Todd Jones	ck.8	
5. Brandon Lee	ck.8	
C Heavy		
1. Ryan Brown	ck.8	
2. David Wernersbach	ck.8	
3. Erik Jarvis	ck.7	
C Four Stroke		
1. James Tordella	69	
2. Ken Semerjian	70	
3. Mike Kaminski	ck.8	
4. David Dugas	ck.8	
5. Thomas Smith	ck.8	
C Bantam		
1. Gary Van Voorhis	55	
2. Al Huot	65	
3. Mark Beauregard	75	
4. Kenneth Besette	ck.8	
5. Cory Borovicka	ck.5	
C Senior		
1. Paul Silansky	75	
2. Michael Suriani	ck.8	
3. Greg Wibben	ck.6	
4. Charles Kennedy	ck.4	
5. Francis Karess	ck.4	
Super Senior		
1. Keith Goodell	48	
2. Gordon Razee	51	
3. John Parker	53	
4. Ernie Mellor	ck.5	
5. Tom Farley	ck.5	
Women		
1. Heidi Landon	ck.4	

DEVOL

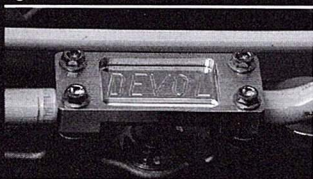
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OUR BAJA 500

Taking Baja Off Road Tours' trip around the peninsula

by Jerry Shinner,
photos by Mike Jakubowski, Bill Pemberton,
and Jerry Shinner

Sitting in an airplane during a snow storm, getting de-iced before take off is not my idea of how to start a motorcycle trip. But here we were—nine New Englanders, heading for San Diego! It is truly an oxymoron to go from snow and ice to 75 degrees and dirt bikes all in the same day. Such is the nature of modern transportation.

We were traveling to ride Chris Haines' Baja Off Road Tours trip to the Baja Peninsula of Mexico. Getting off the plane was indeed a culture shock. Warm temperatures, palm trees, and a Mediterranean climate. One can see why they say San Diego has the most ideal climate in the United States.

Here we hooked up with another group of twelve from Northern California (the groups ride separately), and it was immediately apparent that Chris Haines had his act together. There were two new nine-passenger Ford vans and a new four-wheel drive Ford crew cab pickup for luggage and passengers.

The drive down the Pacific coast from San Diego to Ensenada, a distance of eighty miles, was very scenic. Small Mexican seaside towns could be seen across the open, hilly terrain, with hotels offering \$35 ocean view rooms. It is also the land of fish and shrimp tacos—delicious because you can't get them any fresher.

Pulling into the hotel in Ensenada, we could see the motorcycles we would be riding. It looked like a Kawasaki display at

Daytona during Bike Week: a large tractor trailer painted up in Kawasaki colors and 23 green bikes lined up in a large square. Quite impressive; as was the hotel with all modern conveniences—just don't drink the water! To dirt bikers, beer is the golden nectar of choice anyhow, so it did not matter. Chris took us out to dinner to a fine restaurant, and we could order anything on the menu. Steak and lobster combo was the consensus. We felt sorry for ourselves.

Day One



Is this a Kawasaki lover's dream, or anybody's idea of a great day at the beach? Our accommodations were outstanding, and the bikes worked as good as they look.



Crossing the lonely interior. One nice thing about Baja is that you're never really far from the coast.

The Haines operation has 30 bikes. We could ride a choice of late-model Kawasakis, KLX250 or 650, or KDX200s, all fully prepped and set-up, including neat items like Pro-Taper bars and Pro-Circuit pipes. We could not only select our own bike, but could also switch around, which we did; each of us finally settling on a bike we liked.

The first part of the ride was from Ensenada out of the coastal fog, up into the mountains on a tar road for 26 miles. The Morning chill broke out into a 75-degree day and blue sky (as it did every day)—perfect for riding in February!

My impression of off-road riding in Baja has always been people riding in a wide line

across desert terrain, looking out for cactus. In reality, it is a series of "car wide" roads through varying terrain. The first section of our trip was into high chaparral country, with lots of pine trees. The dirt road twisted and turned, up and down, and we were able to get a good riding rhythm going.

One of our guys, Ben "Zima" Bauer, missed a turn over a rise and then tried to move a big manzanita bush with his body. He succeeded, and then tried to move a six-inch pine tree...unsuccessfully. He bounced from the tree, it cleaned his clock, and he was out for the count. After a few minutes he came around, and we sorted him and his bike out and continued on our way. He had hurt

his shoulder, so he decided to sit the afternoon out when we stopped for lunch.

Lunch was in the middle of a dried out lake bed, and Baja Tours set up a sandwich gourmet table under a portable tent enclosure. They filled us and our bikes—and even cleaned our goggles! Very professional.

After lunch was a series of trails running across valley floors and back up into the mountains, before coming to the most technical riding of the trip. "Technical riding" usually means very challenging, and this was. Beginners will have trouble, but Baja Tours will vary the ride to suit the riders. There were several steep, long twisting uphill with gnarly baseball-sized rocks,



Coming up from the coast. Some of the riding was dirt road, but a lot of it was good desert trail.

spread out over eroded, rutted terrain. Our group experienced a few "flying W's" and jackhammer rides to the ground, but nothing serious and all in fun.

We were riding what is known as the back side of Mike's Sky Ranch, and for New Englanders it is just like normal power lines in New Hampshire, except in scrub brush terrain. We had a ball going up and down like roller coasters, with much better views because of the lack of trees. The first day's mileage was 140.

Mike's Sky Ranch, our stop for the night, is famous among motorcyclists. It sits in a valley surrounded by high, brush-covered mountains, in the middle of Baja, and it's the last ranch on a twenty-miles dead end dirt road.

It is always "twenty miles to anyplace" in Baja. You are truly in the middle of nowhere, with nobody around. It has been used by the conquering hordes of motorcyclist that travel down here for as long as anyone can remember.

Mike's brings new meaning to the term "rustic." The electricity is shut off at 10 p.m. because that's when they shut off the generator. The beds are nice, the rooms are heated with a small heater when necessary, the shower is great, and they have one satellite TV in the bar. The bar is the center point of existence here, and where, after a great ride, male bonding takes place with all the war stories, lies, laughs, and generally embarrassing behavior thrown in. There has



Everywhere these guys went, they unrolled a banner and took photos. What do you think they're trying to say?

to be every motorcycle sticker ever made stuck to the walls, and it justifies all this crazy behavior. Just don't expect decaffeinated cappuccino.

Day Two

If you like riding sand and whoopedos, this was the day for you. Our ride involved riding two long sections of desert valley floor, sandy roads between mountain ranges, with a mountain section of technical trail in between. The sections were 120 miles, total.

You actually learn how to ride this stuff by trial and error. Keep the front end light and you glide over it like a surfboard or water ski. The whoops were usually not so deep or close together, and the sand was not so

soft that you couldn't get a rhythm going. There are moments when you really enjoy the sensation of boogie-boarding through sand, as long as you loosen up your grip and let the bike find its own line. If you fight it, you get worn out. Of course, there were a few times when our riders overreacted or got their timing wrong. The biff of the day went to Trevor "Woody" Gionet, who did a flying Z (versus W) and looked like he was trying to mate with his KLX.

This ride led us to San Felipe, a resort town on the east coast of Baja, and Baja Tours does it right. The hotel was on the ocean. All rooms have an ocean view and all

the amenities of U.S. hotels. Cases of beer cost \$6, and a single beer was \$1. Life is good. The night list consisted of a local bar, with a guy with a green painted face, white glove, and striped jacket and tie playing pool against all comers. He is a cross between the Riddler and Michael Jackson; we felt like we were in the bar from Star Wars. Kenny "Watch This" Held bet him for his striped jacket, and the proceeded to whip his green face, but the guy refused to give up his jacket, leaving sullen and bummed out. No more attention for him.

The Final Day

The longest day consisted of 240 miles of riding. Anyone can ride it because it is mainly dirt roads through the best of Baja terrain,



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back to Ensenada. The morning ride was essentially from east to west through spectacular mountain scenery. The twisted dirt road was similar to the highlands of Scotland. It was used in last year's Baja 500—most of our tour riding was done on the Baja 500 or 1000 course—and seemed like a bunch of Pike's Peak hillclimbs put together. The racers must have an overdose of testosterone to ride the speeds they go over these mountain roads. Sixty miles an hour around blind curves with hundreds of feet of drop-off can make my palms sweat. They don't shut off the course during the race, either—any wandering horse, bull or pickup can be around the corner. Kenny Held and I almost became hood ornaments on a dune buggy that came around a corner at about 50mph in a slide. We were both run off the road, luckily into a ditch.

Lunch was served at the west end of the road in a beautiful, lush valley, with hundreds of acres of vineyards. After lunch we continued and Kenny finally figured out he had a problem with his bike. From the start, he knew there was something different about his KDX200. It was not your mother's Kawasaki. He never got tired on it, and never seemed to get into trouble. He loved the bike, and just thought he was having a good time. He asked me to try his bike. A KDX200 has never been my first choice as a mount, preferring the hit of a 250, but this one was different. The suspension was firm but plush—you could nail berms and



Overlooking the ocean, on a brilliant day. In places where you can get to it, it's perfectly okay to ride on the beach, and boy was it fun!

whoops, or cross rock fields without it moving at all. It had no steering damper, yet it was rock steady, like on a rail. The stability was amazing, yet it turned easily. And, the motor was like a KDX on steroids. Normally a powerband has a curve in it. This one was like a straight line—straight up—with no dead spots. Power everywhere, all you could use, wherever you wanted it, yet completely manageable.

Haines told us the motor was stock, the suspension was stock, and the big, bulbous pipe was something someone had given him (I think if he told us the truth everyone would have wanted one). After questioning his staff we found out that this was a bike three Japanese team riders used in the Baja

500 to take a third place in class, and it was set up by the Kawasaki factory team—a works racing bike living as a rental bike, and given to a normal tour participant...although Kenny and the word "normal" are not usually used together. It was perhaps the best motorcycle I have ever ridden, and it gave me a rush no other bike can duplicate. Kenny liked it so much he's negotiating to buy it...just don't automatically expect to get a factory bike on your trip! Chris will set up a bike and support crew for any team interested in racing Baja, though.

The last section of the day was about 40 miles of dirt road right alongside the Pacific Ocean. Anywhere else, the road would be paved and have 7-11's all along it. This road was like a long motocross track, going up and down hills with awesome mountain and ocean scenery. All our riders let loose on this final section, on the final day. It was a very satisfying finish to a fine trip.

In total we road 500 miles, juts like the Baja 500, in three days. Baja is diverse, varying terrain, and not just desert, as I had thought. Its beauty lies in its stark, raw ecology. Harshness has it's own beauty, and man takes second place. The country is under populated, and oversupplied with all forms of nature. Chris Haines has allowed the average spode to see and experience it, and opened the dirt bike world to it. The cost of our three-day trip was \$1350, and worth every penny. Smiles and laughs guaranteed. You can contact Baja Off Road Tours at (714)830-6569. □



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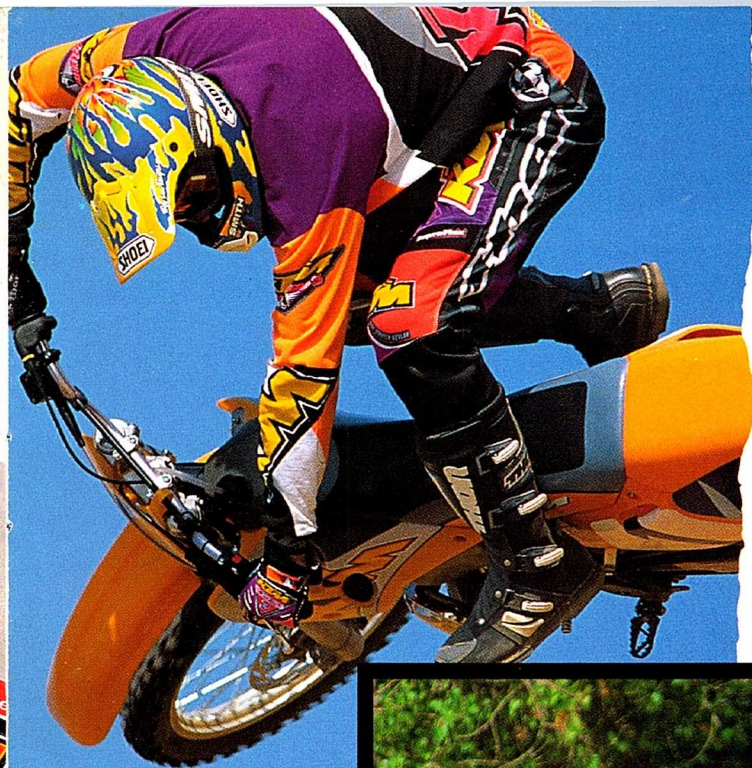
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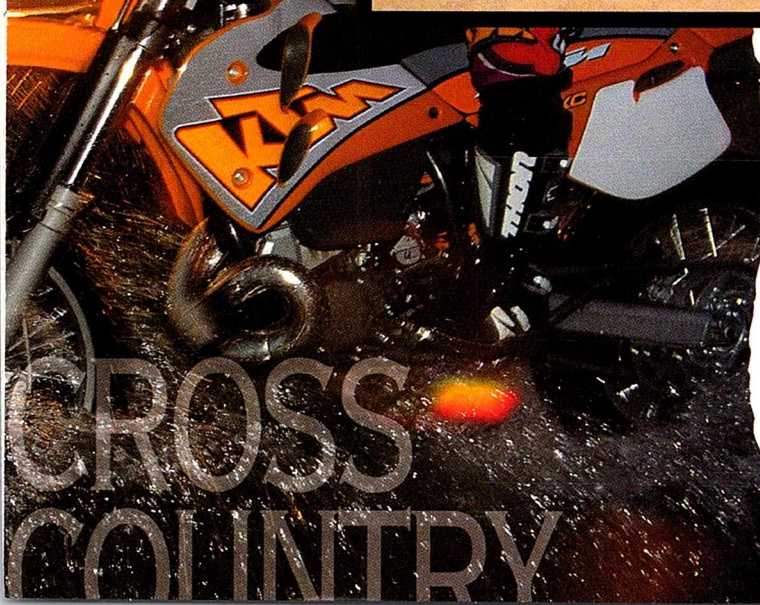
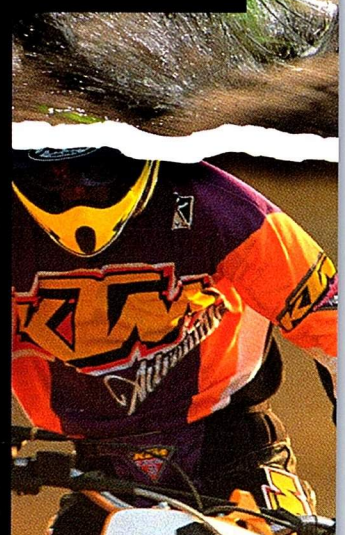
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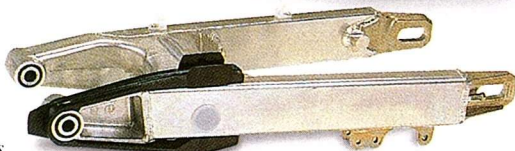
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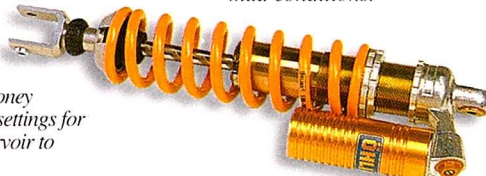


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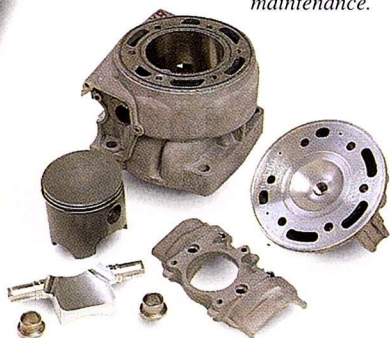
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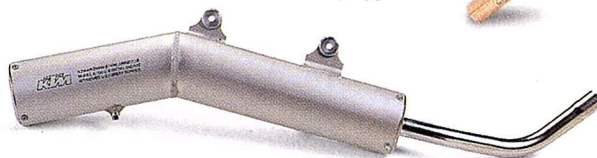


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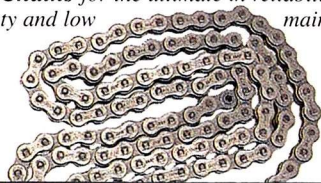
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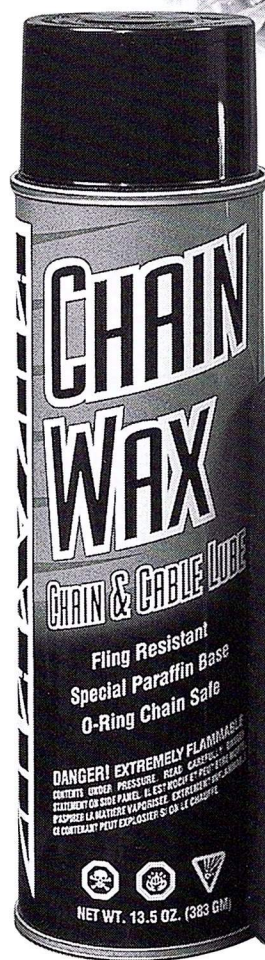
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MORE ATK TRICKS

Advanced fiddling with the 260LQ

by Mark Uth

Thanks to the powers that be in Utah, our ATK 260 LQ has remained in the Trail Rider stables since our initial story in the August issue. Not ones to miss any opportunity, we've seen fit to just ride the wheels off the machine in the interim, all the while tinkering and further refining the package. As a result, the following addendum should help any ATK owners or prospective owners to help their scoot reach its full potential.

Timing

The ATK's Rotax motor is reputed to frequently arrive from the factory with its timing misadjusted. We checked out the Trail Rider 260 and found the timing to be close, but not spot on, at 1.95mm BTDC. The factory timing specification is 2.1mm BTDC, while some top tuners recommend a slight retarding at 2.05 mm BTDC. The Rotax power plant uses an SEM ignition, the type that uses a pin through the fly wheel and stator to align the timing. Additionally, you'll need a dial indicator gage and an SEM fly-wheel puller to complete the task. See this month's Toolbox for a blow by blow timing



procedure.

Timing is important because if it is off significantly, the ignition timing will affect the powerband; which on the ATK is so mellow to begin with the bike can't really stand any more mellowing. Ours was close enough that we didn't really see any difference in power output.

Ignition Sealing

We undertook the above timing task after a weekend of scouting trail for next year's Curly Fern enduro. As a result, the motor spent considerable time under water, resulting in the ignition cover being filled with

several ounces of the wet stuff. The problem is, the plastic ignition cover on the Rotax motor has several protrubances for hardware not used for the ATK and subsequently doesn't seal very well. Compounding the problem, the motor is assembled without any gasket to effect sealing. Before riding in the wet, its a good idea to remove the ignition cover and reseal it with a healthy dose of silicon sealant. Be sure to clean the sealing surfaces first with brake or carburetor cleaner and let the sealant dry overnight before running the motor.

Brake Bracket

In our 260 LQ story a couple of issues back, we noted that the rear master cylinder mounting bracket was flimsy and constantly bending during even normal use. We fashioned a fairly simple bolt-on aluminum bracket that does the trick. Our home-built bracket fastens to the frame via the normal master cylinder mounting bolts (6mm thread) and the outside of the chain roller mounting (8mm thread). Use socket head pan shaped bolts for the cleanest looking installation.



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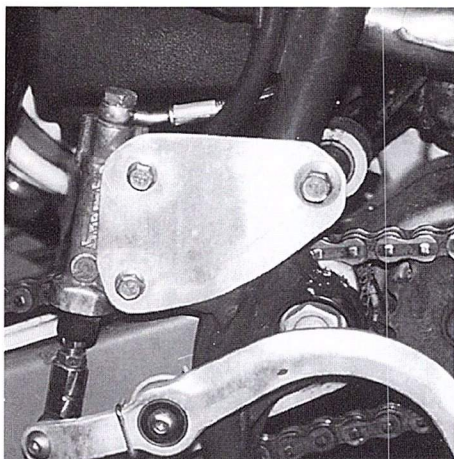
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We built this crude but effective bracket to strengthen the rear master cylinder mounting point. Without it, the m.c. mount flexes quite easily.

Radiator Guards

The plastic radiator guards are fixed to the front of the radiators using plastic press-in type fasteners that are near impossible to remove. We discovered this when doing a top end "inspection," during which the radiators had to be removed to allow the jug to slide off. To remove the radiators, the plastic fasteners were pried out with great difficulty and considerable expletives. Needless to say, the press-in fasteners went into the trash and the rad guards were reinstalled with zip ties.

Side Panel Access Hole

The shock compression adjuster cannot be accessed without removing the left side

number plate. This severely impedes trail side clicker spinning. The solution is to drill a two inch diameter hole into the panel, in line with the adjuster knob. Now shock compression adjustments can be accomplished in quick order.

Oil Filling

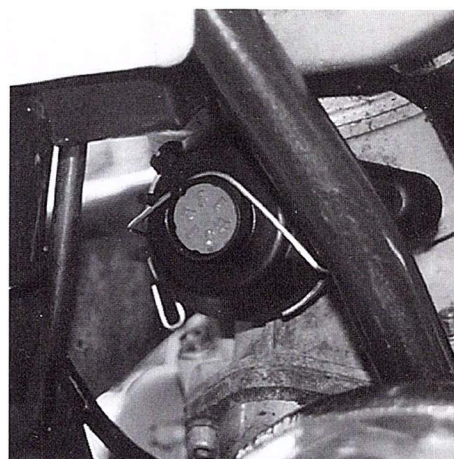
The location of the oil fill cap is bogus, located on the top of the cases, behind the cylinder, slightly to the right side. The pipe blocks easy access for oil filling. Be sure to clean off the top of the engine thoroughly before removing the plug to add oil. When adding oil, use a large diameter plastic tube on the end of your funnel or oil filler to keep from spilling a ton of oil. Finally, be careful with the plug itself as it is a soft plastic unit with big threads that are easy to cross thread.

Power Valve Adjuster

The power valve adjuster nut, being located just above the exhaust spigot, is constantly being roosted with dirt thrown up from the front wheel. This dirt quickly packs into the threads, which if forced will result in a broken/bungered adjuster. If you find that the adjuster nut doesn't turn easily, this is probably the problem. Remove the power valve cover and clean out those threads thoroughly before turning the adjuster.

Rear Fender Flopping

The ATK uses a KTM rear fender assembly that was designed to be used with a subframe that provides a rear hoop for support. The ATK has neither a subframe nor rear fender support hoop. Subsequently, when the fender is loaded down with enduro trim (tail light, license plate/plate holder) the



In order to keep the power valve adjuster functional, you'll have to clean the mud and dirt out regularly. We've heard of some ATK owners building plastic shields for this area.

fender flops around mercilessly, eventually sacrificing itself on the rear wheel. Our ATK came with a nifty little aluminum bracket designed to fit underneath the rear fender and solve the problem. This didn't work, nor did our other attempts that included fashioning supplementary plastic brackets and even doubling up the rear fender. Eventually we gave up, cutting the license plate holder short, right beneath the tail light and mounting our plate on top of the fender. The only other alternative would be to fashion a KTM-like subframe hoop and weld it onto the ATK. And we may do just that in the future. □



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CONNECTICUT STATE

Randy McCann takes his first win of the season

by Cheri Alix, photos by Jay Chittenden

Union, CT 7/7

We finally got a warm dry day for racing. If it rained during one more race, I was moving to the Mojave Desert. But the sun was shining with temps in the low eighties and no humidity. Even with all the previous rain the track wasn't muddy and the water-hole must have been less than two feet deep. The Connecticut Ramblers had spent many nights clearing rock from the trail at Michalec's. The course was a lot different

the Mini class. Peristere took the class win with only three seconds over Kanney. In the Novice event, it was 250 rider Colin Brown taking the Novice Overall.

At 1:30, the Experts and Amateurs lined up for their seven lap race. The only two riders on the front row were Yamaha/Scott/Bel-Ray's Tom Norton and Midtown Kawasaki's Randy McCann.

Todd Levesque would have been on the front line but he had to work the event. He did however get to run the course, I mean that literally. Once he finished his work detail he actually went out and ran the course. It must have been embarrassing for the riders he passed!

The AA riders lined up in the first four rows, followed by the Expert 250 class. As the riders headed out around the pits and through the waterhole, it was Norton in front with McCann right behind. Norton made it through the water with no problems but McCann drowned out not 10 feet into the hole. He managed to push his bike out and to the side without getting run over, but by the time he got it going again the entire AA class had gone by and the next wave of riders were right on him.

At the end of the first lap, McCann was back in ninth place down one minute from Norton, who was still leading. Less than five seconds back were PJ Peculis in second and Manchester Honda's Josh



No story about the Connecticut State hare scrambles would be complete without a shot of the pond crossing, the most feared obstacle in Union.

McLevy in third. Both riders started one and two rows behind Norton. With adjusted time, Peculis had the actual lead. Back another thirty seconds in fourth place was Patrick Timothy followed by Cris Crispin and Dave Gunn. Breaking into the top 10 was Expert 250 rider Arthur Menzel on his Kawasaki.

The first lap took the leaders eighteen minutes to complete. But on the second lap, it was obvious that McCann was on the gas. He put in what was to be the fastest lap of the day at 17:23 moving himself into fourth place and within 25 seconds of Norton. Norton had increased his lead over second place, which was now held by AXO/Pirelli's McLevy to fifteen seconds. Peculis was hanging onto third place but McCann was right on his back wheel waiting for the right opportunity. The four riders were just feeding off of each other. They had pulled completely away from the rest of the pack putting almost a minute on fifth place Patrick Timothy.

Not far into the third lap, it soon became a race between McCann and Norton. McCann over took Peculis and McLevy not far into the lap, attaching himself to Norton's back fender. At the end of the lap, both riders came in to pit with Norton coming in first. It was obvious by his expression that he wasn't having a good day. His suspension was too soft and beating him to death. With the extra time needed in the pits to adjust his suspension, McCann was able to get the jump on Norton, pulling out in first. Norton soon slid in behind, with three seconds between them.

McLevy was still in third place but he was also having problems with his bike. He pitted at the end of the lap and had to adjust his clutch cable. Luckily he was able to head out just seconds ahead of Peculis. Back in fifth place it was a six way battle between Timothy, Steve Formanek, Wes Clarke, Crispin



Randy McCann rode like the blazes, and chalked up his first win of the season. He must have liked the course!

from last year. Most sections were tractor wide and not quite so boney. Some sections in the back had become completely whooped out from all the use. The six mile course is used for two hare scrambles, an enduro and two Junior enduros each year. They also allow people to ride during the week and that's a lot of use for 100 acres of land.

With such a limited amount of space, the event has a Blackwater-style start. Riders are lined up four to a row with each row going off five seconds apart with a one minute delay between classes. The Junior event got underway with fifty riders lined up for the three classes. Starting on the second row and taking the early lead was Eric Rougeau. Rougeau had a 45 second lead on the second lap which he increased to almost one minute at the end of the race. Brian Lawson and Jesse Berthiaume ran second and third all day finishing just two seconds apart. When the times were adjusted for starting positions, it was Berthiaume taking second place and Lawson finishing back in third. Mike Peristere and Nathan Kanney put on a close battle in



Mike Peristere was the overall winner of the Mini class. The Minis don't do the water crossing...the pond is too deep!



Mark Burdick was the A Open class winner. He's been battling all season with Roger Billharz, who hates to lose since he's been working out.

and Gunn. They all came around within thirty seconds, all trading places as they went through the pits. Timothy and Gunn lost the most time trying to adjust their suspension, falling back into eighth and ninth place.

McCann seemed to have his bike set up perfect. He looked smooth the whole day, keeping up a blistering pace out in front. The only problem that confronted him was the waterhole. He almost drowned out a second time going through on the fifth lap. His bike sputtered for about an eighth of a mile before he was able to get back on the power, allowing Norton to move in right behind him. The two riders stayed together for half a lap until they hit the open sections and McCann

Connecticut State H.S.		2. Pamela McCann	Kaw	2. Tim Sylvester		Amateur Four Stroke	
Randy McCann	Kaw	3. Dawn Silvia	Hon	3. Doug Stroh Sr.		1. Chris Cramer	Hon
Overall Champion		Novice 250		Novice Vet		2. Gus Bender	
Arthur Menzel	Kaw	1. Colin Brown		1. Craig Pratt	Suz	3. Jason Radrianas	
A High Point		2. Peter Gravelle		2. Eric Reinhard		Super Senior	
Chris Cramer	Hon	3. David Hince		3. Dana Demetrius	Yam	1. Jim Simone	Kaw
B High Point		4. Kurt Wright	Kaw	Amateur Open		Expert Open	
Colin Brown		5. Steve Kecskes	Kaw	1. Doug Walter		1. Mark Burdick	KTM
C High Point		Novice Four Stroke		2. Steve Sheppard	KTM	2. Roger Billharz	KTM
AA		1. Pasquale Gigliotti		Amateur 250		3. Dave Simcock	
1. Randy McCann	Kaw	2. Nathan Hubbard		1. Jim Cooney		Expert Four Stroke	
2. Tom Norton	Yam	3. John Morrison	Hon	2. Brian O'neil		1. Charles Burdick	Hon
3. Josh Mclevy	Hon	Novice Open		3. Kevin Knott		Expert Senior	
4. PJ Peculis	Yam	1. Sean O'Donovan	Hon	4. Robert Carlson	Suz	1. Steve Formanek, Sr.	Kaw
5. Wes Clarke	Hon	2. Bob Therrien	Hon	5. Robert French	KTM	2. Victor Tiship	KTM
Junior		Novice 125		Amateur 200		Expert 200	
1. Eric Rougeau	Yam	1. Larry Piers Jr.		1. Josh Hackett	Hon	1. Paul Blanguart	Yam
2. Jesse Berthiaume	Kaw	2. Mark Wailonis		2. Robert Santheson	Hon	2. Ken Law	Yam
3. Brain Lawson		3. Joe Sullivan	Hon	3. Marc Senecal		3. Hans Neff	Yam
4. Andy Briggs	Kaw	4. Michael Bushey		4. Chris Simpson		4. Justin Spinney	Yam
5. Jim Senecal		5. Zeph Belski		Amateur Vet		Expert Vet	
Mini		Novice 200		1. Harold Bown	Kaw	1. Russell Bain	Hon
1. Mike Peristere	Yam	1. James Maguire	Kaw	2. Robert Orlick	Yam	2. Shannon Danyliencko	Yam
2. Nathan Kanney	Yam	2. Jason Barrett		3. Brian Savoie		3. Scott Raymond	Kaw
3. Robert Rowe		3. David Popielski		4. Ronald Lemieux	Yam	Expert 250	
4. John Moore		4. Ryan Jump	kaw	Amateur Senior		1. Arthur Menzel	Kaw
5. Robert Langenback		5. Kevin Kessler		1. Larry Piers		2. Rory Eastman	Hon
Women		Novice Senior		2. Pat Bolduc	Yam	3. Kevin Wall	
1. Sally Haber	Kaw	1. David Kanney		3. Peter Anania	Kaw	4. John Sullivan, Jr.	Kaw

was able to put some time on Norton. By the end of the sixth lap, McCann had a 17 second lead over Norton. McLevy was still back in third place but Peculis was giving him a lot of heat, down only five seconds in fourth. Wes Clarke had broken away from the rest of the pack holding onto fifth place.

McCann held his lead over Norton for the final lap, finishing 20 seconds ahead and taking his first win of the year. McLevy finished in third down just over six minutes. Peculis took fourth place followed by Clarke in fifth.

Taking the Expert overall was Arthur Menzel on his Kawasaki 250. Menzel had a close

race with Honda 250 rider Rory Eastman. Eastman lost the overall by just seconds. In the Open Expert class it was a close battle between Mark Burdick and Roger Billharz. Burdick started out 55 seconds behind Billharz but caught him going into the second lap. The two riders stayed within five seconds of each other for the remainder of the race with neither rider stopping to pit for gas or water. At the end, it was Burdick taking the class win by only five seconds over Billharz. Amateur Four Stroke rider Chris Cramer took the Amateur overall without any competition from the rest of the pack. □

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By Mark Uth

Ignition Timing Techniques

These days, ignition timing is one of those "if it ain't broke, don't fix it" kind of things. Most owners of modern scoots probably never think about timing their ignition, or even removing the flywheel, for that matter. Back in the times of breaker point ignitions, however, nearly everyone got into the act, as the process was a simple necessity of servicing those consumable parts.

In some respects things were easier back then. Simply rotating the stator plate while aligning up a couple of notches in the plate and engine case and/or gapping points brought you to the ballpark. Professional tuners sometimes used degree wheels that mounted to the flywheel for greater accuracy, as it's not uncommon to find a printed cardboard degree wheel on the back flap of many shop manuals for older bikes.

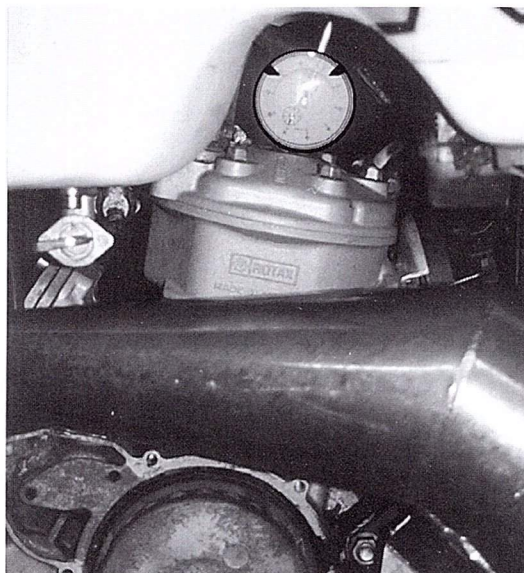
Today, nearly all timing specifications are delineated by a linear distance from top dead center (TDC), TDC being the exact point at which the piston stops its upward travel in the stroke and reverses direction. This is inherently more accurate than using a degree wheel, but unfortunately requires additional tools not commonly found in the backyard mechanic's tool bin. One thing is certain, however, ignition timing can subtly affect your motor's performance, while at the same time being one of the last things considered by the amateur troubleshooter. Incorrect timing can lead to detonation (premature ignition or "pinging"), overheating, funky spikes in the power band, reduce fuel mileage, jetting woes, and generally reduced power output. In extreme cases the motor might not even run.

Ignition timing specifications for most late model scoots are delineated by a distance from TDC, typically measured in millimeters (mm) or thousands of an inch. This is a static timing specification, which means that it is measured and set with the motor not running. Translated, the static timing spec correlates the precise linear piston position from TDC (usually before, or BTDC) relative to the point at which the exciter coil would be triggered by the passing trigger magnet in the flywheel. Some shop manuals still provide an angular timing specification (read in degrees BTDC) in addition to the linear spec, and for that matter, you could even convert the linear spec to an angular

spec, knowing the stroke, rod length and a little trigonometry. The truth is, with any degree wheel it would be near impossible to eye up the timing any closer than plus or minus a half of a degree. Yet this can be the equivalent of several of tenths of a millimeter on the displacement side, a world of difference in the eyes of most professional tuners.

The SEM ignition used on ATKs, KTMs, Huskys, and similar (with regard to timing procedure) to PVL and Motoplat ignitions, is a typical example of a modern bike ignition that uses a linear displacement spec for timing. For a test bench, we were still searching for more bottom end power out of our 260 LQ motor, so checking and adjusting the timing was a next natural step.

As mentioned earlier, some specialty tools are required to accomplish the task. In



short order, they are a flywheel puller (SEM type for the ATK), a small rod or drill bit a couple of inches long, about the diameter of coat hanger wire; a dial indicator gage that measures millimeters in 1/100mm increments and a spark plug hole mounting bracket for said dial indicator. The SEM ignition consists of a coil assembly mounted to the stator plate, which houses the excitation, ignition primary and accessory coils, and the flywheel itself. The SEM coil assembly has elongate holes, through which the stator plate mounting bolts pass. Loosening of these bolts, after flywheel removal, allow the coil unit to be rotated, effecting timing adjustments.

The timing procedure starts by taking out the spark plug and installing the dial indicator gage. On some models it easiest to remove the seat and fuel cell first, but our ATK afforded plenty of room atop the cylinder, making this unnecessary. If you don't have a spark plug hole mounting bracket for your dial indicator, the right sized piece of rubber tubing can sometimes be used to securely mount the dial indicator within the spark plug hole. The key here is a secure mounting that keeps the dial indicator from

moving, even when the piston is pushing against it. Next, remove the ignition cover and turn the flywheel by hand to find TDC. This is the exact point at which the dial indicator needle stops moving and reverses direction. Also, it's a good idea to determine the engine rotation direction at this time (by using the kickstarter); BTDC will be in the opposite direction of the engine rotation. Finally, zero out the dial indicator face plate scale (rotate the scale until the faceplate indicates zero at TDC. Now we're ready to check the timing.

Slip your timing rod (or piece of coat hanger) into the small hole in the flywheel and exert a light pressure so that the end of the rod contacts the stator coil assembly. While continuing to exert pressure on the timing rod, rotate the flywheel by hand in the opposite direction of engine travel until the rod drops into the timing hole/notch in the stator coil. Read the dial indicator—this is the distance the piston has traveled. Be wary of the scale used on your particular gage, as reading the dial indicator, like micrometers, can be tricky at times. Also, you'll find that there will be some slop between the timing rod and the holes in the flywheel/stator coil that subsequently demand some interpretation of the reading. Essentially, with the timing rod holding the flywheel in place relative to the stator coil, gently rotate the flywheel in both directions and note the extreme linear distance traveled, using the dial indicator, in both directions. Your timing setting will be the midpoint or average between those two extremes. With our ATK, the above procedure revealed a ignition timing of 1.96mm BTDC. The factory spec for the 260 LQ is 2.1 mm BTDC, while some professional tuners recommend 2.05 mm.

If you find that your measured timing spec doesn't match the spec that you wish to run (like we did), then an adjustment will be necessary. Be advised that, as with all adjustments, there is room for some tolerance, but don't expect it to be published in your owners/shop manual. Lacking that, a safe, general rule of thumb is ± 0.05 mm. To adjust the timing, the flywheel must be removed and the bolts that secure the stator coil to the stator plate loosened. Use the proper flywheel puller and don't even think of hammering on the flywheel if you don't have one! Loosen the stator coil bolts just enough so that the coil unit will rotate without any undue slop. Slide the flywheel back over the crankshaft, being sure to align the key/keyway without installing or tightening the retaining bolt. Slide in your timing rod and press it home through the flywheel and coil unit. Now rotate the flywheel and stator coil together until the dial indicator reads the proper timing spec. Once the proper position is achieved, remove the pin and flywheel, and tighten down the stator coil. Finally, replace the flywheel (without tightening) and recheck the timing as above. If its within tolerance, torque down the flywheel, re-install the ignition cover, remove the dial indicator, replace the spark plug and go roosting! \square

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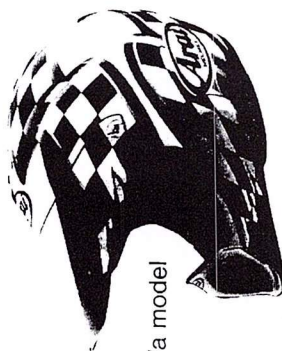
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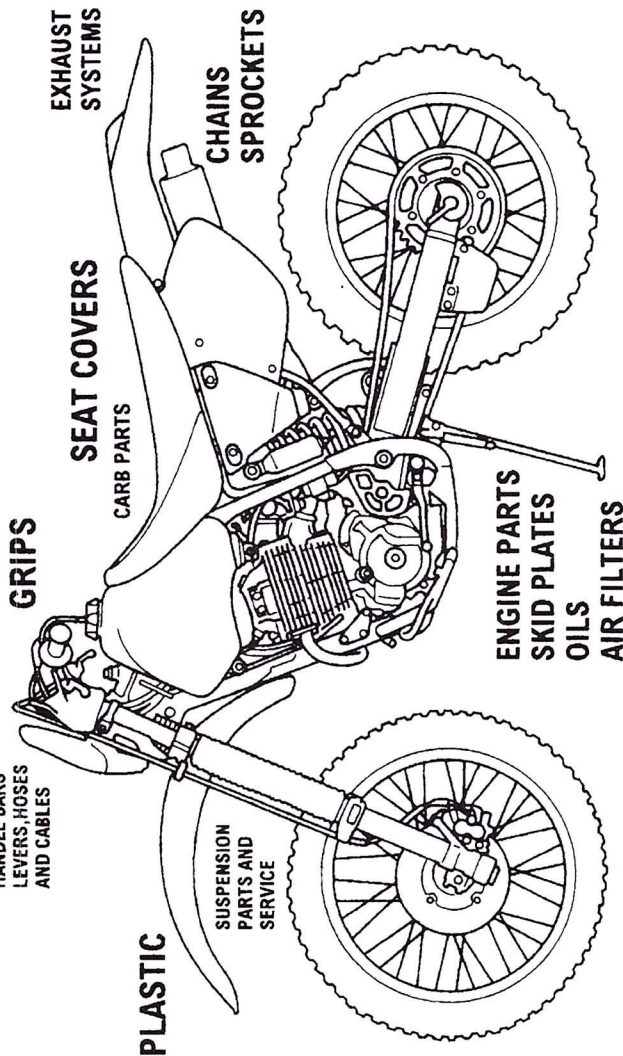
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GNARLY DUDE

This year's first hot day in the saddle!

by Pete Ziobro

West Greenwich, RI 5/19

Yes, late spring signals the start of the NETRA Turkey Run Calendar, a series of grueling events designed to test the mettle of both man and machine over the most challenging terrain and...well okay, maybe it isn't exactly the ISDE, but then again it's not meant to be either. What they are supposed to be are fun, enjoyable rides where you can ride at your own pace and not have to be worried about feeling like you've been run over by a truck at the end of the day. Still, some honest enduro riders will admit that on occasion you'll find sections in turkey runs that would be called "stoppers" in enduros.

But today, May 19, is the Gnarly Dude turkey run. This is the seventh year the Rhody Rovers have put this ride on, and it has a reputation as being well-organized and just a plain good time. But the most remarkable thing is that the club has the wherewithal to still put it on considering they will be holding a national enduro right up the road from here in just another month! Still, this is a good ride for a good cause, and just as important as a national to the riders who enjoy these events.

trails may have been a little, well, gnarly, they didn't seem to be all that tough. This section, known as Paulie's Trail, in honor of the club member who cut it about 20 years ago, had tight trails and some rocky uphill, but nothing really bad.

A little bit farther along we pass some hikers that graciously get off the trails so we can get by. Well, some move easily, and some need a handlebar in the rib cage to get moving (just kidding!). Some give us dirty looks. Hey guys, maybe I don't like riding over your granola bar wrappers either, you know! But welcome to the nineties everyone; multi-user trails are on the rise, and in the future for all of us. Besides, these trails can only be used by us by special permit, so this is the one or two days of the year that we

with this section. It seems that some kids found these rock mounds there that were made by the Indians to show the best times to plant and harvest crops. Well, they'd



Some of the rocks were a little larger than the others. Overall, though, it wasn't a rocky ride, for New England, and they left out the Rock Garden!



What can you find in New England in the spring? How about a little mud, scarecrow?

Sign-up was well organized, like usual, and there was a pleasant surprise for new riders; join both NETRA and the AMA and you got to ride today for FREE. Certainly a nice gesture on behalf of the Rhody Rovers to give new riders a break, since this is the first turkey run that riders needed to be a member of both organizations to ride. I know it was appreciated by the two new guys I brought with me!

Riders were cautioned at sign-up that the first ten miles would be rough. While the

can ride them legally, while those guys can hike on them any time they want.

The club had also warned us (at sign-up) about a bicycle ride that would be going over some of the same trails as us, too. We found them, going the opposite direction as us on the trails, and both sides displayed courtesy so there were no "incidents." Shortly

after that we came out to a tar road where members from the bicycle riders were directing traffic so no cars would run over their members. We stopped and chatted with them for awhile, and they offered us some cold water. Of course they were cool, they understood, they drove up there on their Kawasaki street bike.

A few miles later down the road we turned into a cornfield. Unknown to me at the time, there was a funny little story that went along

been telling people about these mounds for years, but just before the ride the state came out and "found" them and said "My God, you guys can't ride through here and disturb these rocks that we didn't even care about last year but now think are the greatest discovery since the pyramids!" (Actually, when I hear that I hear two environmentalists saying to each other "Hey Seymour, you can put the speckled spotted toad back in your pocket, looks like we've found a real excuse this time.") So the club just routed around this "discovery," and then we were off on our way past the dynamite factory.

The what? You heard it right, the dynamite factory. I didn't see any signs when I was out there, but I guess we went around the back of a building where they produce most of the dynamite for the east coast! Hmm, I sure hope this spark arrestor is working right...

Danger arrows on the course were plentiful. Not that danger was lurking around every corner, but where it was found it was usually arrowed wide enough for anyone coming down the trail in a truck to be warned of the low branch or steel gate or whatever.

I didn't feel it at first, but by early afternoon I realized that the temperature had risen to at least the 80's (some reports went as high as 90 degrees!), by far the warmest day of the year yet, and a real surprise to some riders who wore jackets since it was in the 50's and foggy when we left the start in the morning.

More nice trails followed. Some nice flat rock slabs that I thought we'd only see up north. And nice woods roads. All kinds of nice stuff. Rhode Island is generally known for being one of the rockier of the New England states, but you couldn't have proved it today. I guess the club knew how to get around the bad trails, and just give us the good ones!

The gas stop was about halfway through the ride, near the Connecticut/Rhode Island border. In fact, most of the morning's ride was run through Connecticut, even though we started in Rhode Island. The Rhody Rovers had hoped to use a nice section of trails in the Big River area (which has some great sweeping trails through pine groves, that are a blast to ride,) but couldn't get permission from the state to use it, so most of their ride was the NETRA Pachaug Loop.

And there's nothing wrong with that, because it is a good ride, but since all public land in Rhode Island is closed to ORV use except through special permit, the trails that they are allowed to use are up to the whims of the various agencies that the club has to get permission from. If they say no, then a good section of trail is lost. Too bad.

Okay, so back to the trails. Passing through the Pachaug State Forest on our way back, one can't help but wonder if we'll be going through or near any of the sections that the world's best observed trials riders will be riding through the very next week-end. Nope, we went farther down the road, and if you saw any of the sections those guys would do, you'd know you definitely couldn't do them on these bikes!

Around forty miles out the trails seemed to get a little tougher. One particular short, rocky uphill gave a few riders fits, and the increasingly warm temperatures didn't help either. A short time later, a tree jumps out in front of me and smashes my toes between it and the bike. "Oh thank you" I think. "I needed that, no real crashes on the day; I needed some pain just to keep me honest." But these were nice trails through here. Up, down and around. No real big hills, just enough to keep you on your toes, (no pun intended) and not so slow that you were just sloggling along. A very nice, enjoyable section.

At 51 miles out, riders that had had enough could go back to the start instead of doing the hero sections. The directions back to the start were clearly marked on the route sheet. One of my riding partners had a flat tire, and the other "ran out of gas," so I headed on alone. Some nice, twisty piney trails followed, nothing really hard, still we had a couple of riders laying on the ground resting. A short time later I pass two more pairs of riders laying on the ground resting (or is that dying?). Geez, I can't imagine even stopping on a day like this, never mind laying on the ground. Every time we stopped for even a few minutes the steam was rising off both me and the bike. Even riding slowly kept the airflow up, and overheating to a minimum. Man, I wouldn't stop today unless I literally couldn't hold onto the bars anymore!

The first hero section was a little tricky, but not all that hard. Heck, I remember coming through here a few years ago when this section was new and it wasn't even a hero section then. It hasn't gotten chewed up that much over the years. Still, those two aspirins I downed didn't hurt any.

A short time later we're back on the main

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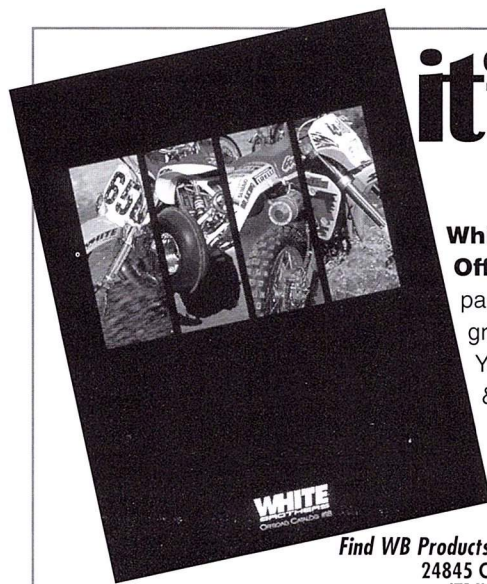
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trail and passing more riders with their tongues hanging out. Looks like the heat snuck up on a few of these guys; they should probably have dropped out at the cut-off, or at least avoided the hero sections and just stayed on the main trail.

At the final hero section of the day, I stopped to look before turning off the regular trail. Four guys on green bikes stop, shake their heads, and decide against it. Geez, I thought it was you two stroke guys that call us four stroke guys sissies! But I remember this trail I thought; a little snotty at the start, then easier after that. Ten feet off the main trail and I'm wedged between two rocks. Yep, this was as I remembered it, not much fun in the beginning. Shortly after that I struggle out and get moving. Not really tough after that, some tight turns and a lot of rocks, but the scratch marks on the rocks show that somebody's been through here on studded tires. Hey, I thought, if somebody could ride this section in the winter, I sure as hell can ride it in the summer!

Besides, this is a section I HAD to ride. You see, this section was dedicated to the memory of Ray Flower, a real character and genuine classic enduro/trail rider in New England. Ray unfortunately passed away earlier this year, and since this was a trail that Ray had complained about at enduros the club had held on it in the past, the trail was dedicated in his honor. And if Ray was here today, he'd have complained about it again too.

But it was a good ride, 64 miles total. A little more if you rode the hero sections (even more if you crashed in them!). Back at the start I found out that 168 riders had turned out; not as many as they had hoped for, but

still a decent turn-out. And the ride must have worked up a good appetite among the riders too, 'cause the volunteers from the school who were cooking hot dogs and hamburgers were completely cleaned out of food.


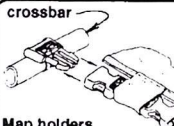


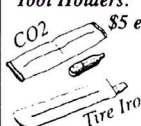




Unfortunately, the state also had its hand out at this ride, and took a sizable "contribution" from the club by making them hire two environmental cops. This cut into the scholarship donation the club made, and it was a real shame that they couldn't have donated their time, too.

Still, the club donated \$2,500.00 to the scholarship fund. The Rhody Rovers have a college scholarship fund named after them, and they donate heavily to it every year. In return they get to start this ride from the schools' parking lot, and the riders get to use the restrooms inside.

The club didn't receive any complaints after the ride from the state or anyone else, but one of the trail bosses did notice some of the riders on dual sport bikes returning a bit early. So if you rode the ride and have any complaints, comments or suggestions, he would like you to send them to him at: Lloyd Patterson, 47A Beachdale Road, Voluntown, CT 06384. (All large packages will be checked for ticking sounds...)

But despite the weather turning unseasonably hot, it was a good ride, and for a good cause too.

So remember, no matter what kind of "face slappers" the state throws at this club, they'll be routing around them, and putting on another fine ride again next year. And I hope to see you all there again at the '97 Gnarly Dude turkey run! See ya in the woods! □

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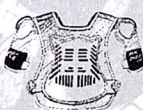
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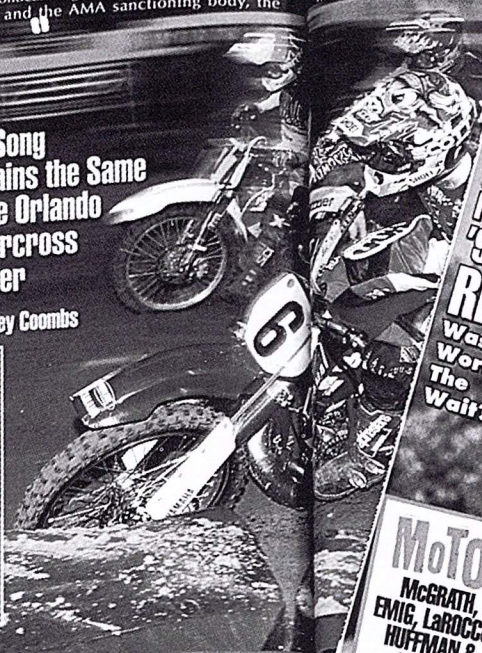
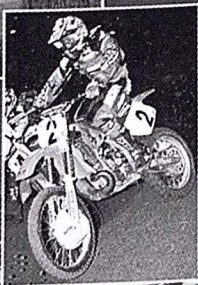
NOTHING SHOCKING

The 1995 Orlando supercross in central Florida was supposed to be the start of something special. Or at least something new. After two years of total domination at the hands of Jeremy "Showtime" McGrath and six months of fierce political infighting between the event promoters and the AMA sanctioning body, the

revamped '95 U.S. Supercross Series promised something different for riders and fans alike. New competitors had been shipped in from all over the world to compete, several top 125cc riders had graduated to the 250cc class, and a staging area full of new heroes had come of age in the 125cc class. The politics were resolved at the eleventh hour, and a new spirit of détente had developed between the organizing bodies. Indeed, on the track and off, the dawning of this new season should have been bright for everyone.

The Song Remains the Same at the Orlando Supercross Opener

By Davey Coombs



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Riding dirt bikes isn't just our business—we do it for fun. But when it comes to testing new bikes, evaluating the latest riding gear or analyzing trick aftermarket hardware, we get serious. We employ the expertise of hard-core testers like eight-time National enduro champion Dick Burleson, off-road legend Larry Roeseler and world-ranked GP MXer Mike Healey. Add top guest instructors in all facets of dirt competition like Jeremy McGrath, Ty Davis, Guy Cooper, Malcolm Smith, Steve Lamson, Randy Hawkins, Steve Hatch and Scott Summers, and you've got an impressive panel of experts.

Editor Ken Faught has been riding for over 15 years and has competed in more than 650 motocross and off-road events. He's raced everything from GNCCs in Florida, to arenacross in Ohio and desert races in Nevada. Heck, he's even got ISDE experience, plus he's traveled the world over, covering events in Spain, France, Switzerland and the Czech Republic.

Editorial Director Tom Webb's list of racing credits includes multitime AA National enduro

rankings, ISDE experience and, most recently, a championship in the 1995 AMA GNCC series. You know those riding fantasies that most of us have? Tom's fulfilled them.

Test Editor Karel Kramer hopped on his first bike in 1965, and he's become our walking encyclopedia of technical knowledge about every machine produced since.

Mark Kariya began riding in his dad's orange groves back in the mid '60s. Since then "Kato" has ridden and raced literally every type and size of motorcycle known to man, and has survived the Baja 1000 more than a half dozen times.

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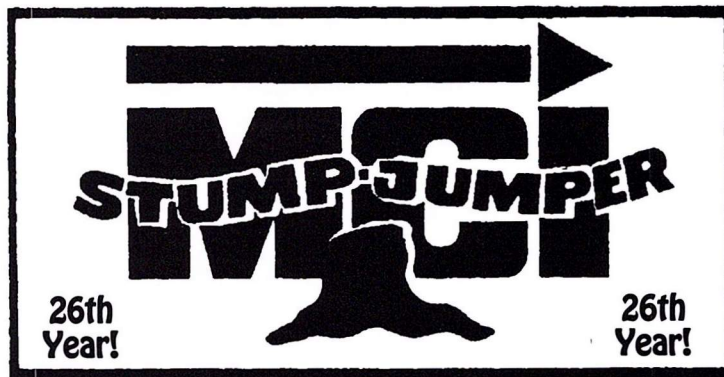
Perhaps that's why *Dirt Rider* magazine is the world's largest dirt bike publication. Our readers know that for the straight scoop from the guys who really know, *Dirt Rider* delivers.

Or perhaps it's because when the workday is over, we're still just a bunch of guys who like to go riding.

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\$30 Pre- Entry, \$35 Post, \$15 for all Super Seniors, Masters, and Women.

Starting position will be determined by a drawing on Nov. 1, 1996.

Location: Warren Grove Firehouse, Route 539, Warren Grove, NJ. Exit 67N on the Garden State Parkway, arrowed from Route 72 and Route 539.

Trophies: All Regular ECEA classes. C class trophies to 10 places. NETRA riders welcome!

Lodging: Plenty of primitive camping at the start. Some motels nearby, very close to Atlantic City.

Food: Available at the fire station, also Lucille's famous restaurant will be open all weekend.

Requirements: All riders will be checked at sign-up for current registration, insurance card, and motorcycle license. If you don't have any of the above, you will not run. Bring your AMA card and your ECEA card, both will be available at sign-up on Saturday for new riders. No ECEA tests will be given on Sunday morning. NETRA members and other district riders are welcome.

Information: Call Dave Jobes, (609)758-8222 after 6:30 P.M.

Mailing Address: MCI, 513 Route 539, Cream Ridge, NJ 08514. No Refunds!

No entrants under 18 years of age allowed

Pit Racers will be Disqualified!

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I know the risks of danger to myself and my property while participating in the event and while upon the event premises and, relying on my own judgment and ability, assume all such risks of loss and hereby agree to reimburse all costs to those persons and organizations connected with this event for damages incurred as a result of my negligence.

Name _____ Age _____

Address _____

City _____ State _____

Zip _____

Phone (area code) _____

ECEA No. _____

AMA No. _____ Expires: _____

AMA Club Name: _____

Bike Make: _____ Displacement: _____

Signature _____

Check skill level and class below:

- | | | | |
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| <input type="checkbox"/> AA | <input type="checkbox"/> A | <input type="checkbox"/> B | <input type="checkbox"/> C |
| <input type="checkbox"/> Senior (40+) A-B | <input type="checkbox"/> Super Senior (50+) A-B | | |
| <input type="checkbox"/> Four Stroke A-B-C | <input type="checkbox"/> Women | <input type="checkbox"/> Vintage | |
| <input type="checkbox"/> Veteran (30+) A-B-C | <input type="checkbox"/> Masters (60+) | | |

Sorry! No Riders under 18 allowed!

Fox Triton Gear

A year in Charlie's pants

by Charlie Williams

Last year Team Mooch voted on the new Fox Triton gear as the official Mooch uniform. One of the contributing factors in Mooch choosing the Triton line is because my all time hero Mark Hyde helped develop this new gear. Besides, it's cool forest green color with black, it had no punk neon colors on it, yaaa. This is why we chose Fox. Now, after a year, would we choose it again? My answer is most certainly yes!

The pants after over a solid year of use finally got a little tear on one of the knees. The seat of the pants is where I am the roughest on clothing, and after 2,800 miles of trail riding the seat shows no sign of failure. Sure, the color has faded a bit from wear, and all the silk screen logos washed partially off in the washer/wringer.

About my pants below the knee: The Fox Triton gear does not have those worthless little pockets to put your knee pads in. This is fine with me. I either stuff my knee pads in my socks or tape them to my legs, this way they stay put. Motocross heads will miss these little mesh pockets because it takes more time to dress and undress. Who cares? They are the ones who have all day to adjust their costumes. If an enduro guy is uncomfortable in his gear, it will be next week before he can implement major adjustments.

Another below the knee item is the lack of elastic cuffs. This is the greatest! When you get done riding you can simply step out of these pants and not have to fight that little calf-clinching worthless garter belt found on so many riding pants. I can't describe this luxury well enough, you will have to experience it for yourself.

The jacket: I recently got in a heated dis-

cussion with a 19 year-old kid about enduro jackets. He had one of those Moose Gore-Tex, Cordura, pullover zippered wonders. He was singing the praises of Gore-Tex, Cordura, lotsa zippers. He pulled it on backwards, then poked his head through one of the vent holes. When he did get it on right he looked like he was covered in a garbage bag quilt. He said "This coat was designed by a mechanical



engineer!" All the while I'm striking handsome pose after pose. The Fox jacket offers one way in, one way out, put an arm in each hole and pull it up on your shoulders, presto you're dressed. "No son, my clothing is not made with Gore-Tex, it is made with some kind of wonder fabric. I bought it because it was pretty, because it was simple without a lot of gadgets. Besides, if we don't buy the attractive subtle green color then they will

stop making it and return to neon. It is up to every one of us mature riders to help stomp out tasteless motorcycle clothes."

"Yeah, but Dick Burleson personally specified extra pockets, like this one—no, wrong flap—pockets like—oops, wrong flap again—big pockets like, oh hell—the zipper's got thread in it."

"Bugger all Einsteins! My coat has pockets, big ones inside and out." I deftly pulled out a pack of Marlboros and my windproof Zippo.

"Wow, that's cool mister, but Gore-Tex..." Doing his best Vana White profile.

"Gore-Tex is great" I replied. The youngster grinned as if he had won our discussion. "When it is new, when it is in perfect condition, Gore-Tex is great. I own several items made with Gore-Tex and feel they work well for winter activities, climbing, skiing, stuff like that. I have spent hundreds of hours sitting on chair lifts watching first hand the wonders of Gore-Tex."

"Yeah but, I rode this hare scrambles back home and it rained the whole time, when I got done my shirt was dry as a bone."

"Okay. I believe you, your shirt was dry. Let's do some calculating though. If it was pouring down rain, would this be 100% humidity? Pretty close anyhow. What is the evaporation rate in 100% humidity? A nominal figure, unless you have a very dry day and it's pouring down rain. So if there is little or no evaporation the outside of the jacket would eventually get soaking wet, right? Remember it is pouring down rain. It may not let rain water in, but without evaporation it can not expel your body sweat. This is the moisture that I'm thinking about. Since the outer layer is saturated, the inner layers become ineffective. Nowhere for the inner moisture to move to. Moisture builds and builds inside, your wicking underclothes become sodden. The evaporation rate is too slow for the exterior of the coat to do its job until you are wet—any jacket will do that. I don't have to use my Masters degree to know when I'm wet. So if you rode the whole race and your shirt never got wet, you must not have worked hard enough to out-sweat the evaporation rate; or could you explain where the moisture went?

"Well look at these big tough patches on my sleeves! Man, I've fallen down so hard so many times and look, not even a scratch."

"Son, I believe I've fallen down twice in my jacket, once in a bowling alley and once in a beauty parlor. You must learn not to break your fall with your head, and start using your head to avoid the fall."

God it's great to speak the speak of wisdom. The kid just stares. It's too bad you don't pour wisdom out of a bottle, and drunk takes years to acquire. (I stole that line, but it's a goodie ain't it?)

So there you have it, and maybe a little more, I was very pleased with my Fox gear and will buy more. But in my relentless quest of mooching, Acerbis agreed to sell me some of their new riding pants. Look for an expose on the Acerbis gear real soon, as well as Clipper's counter point on Gore-Tex and the Moose Offroad gear next issue. Gosh, I love a fight! □

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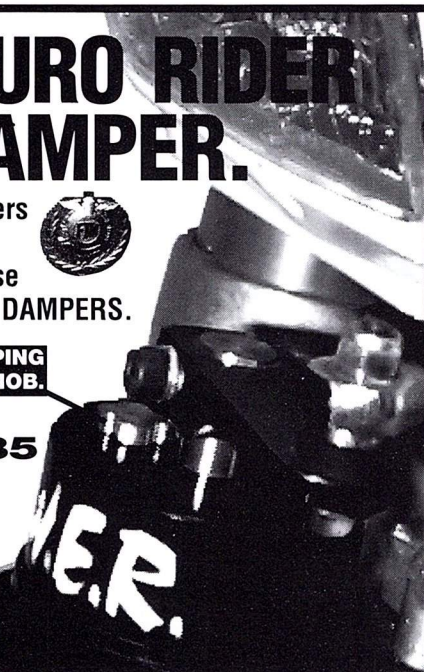
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CLOCKRUN

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New Location: New Jersey Off Road Vehicle Park (NJORVP) off Savoy Road, Chatsworth, NJ, between Route #72 and Route #563 (arrowed from both routes).

KeyTime: 8:00 A.M. 2 loops, gas back at start.

Starting Position: Drawing is October 20, 1996. Confirmation of starting position will be mailed -- self-address sticker is appreciated. \$30.00 Entry, \$35.00 Post Entry. Make checks payable to PBER, mail entries to John Morgan, 1608 Broadway Blvd., Pine Lake, NJ 08757.

Requirements: Valid motorcycle license, registration and legal license plate on the rear fender, spark arrestor, and must pass sound test. All riders must wear a protective helmet, have an ECEA or NETRA license, and AMA membership. ECEA tests and AMA registration will be available at sign-up. Score cards must be attached to front fender. All riders must be at least 18 years old.

Sign-up: 12:00 Noon on Saturday to 8:00 P.M.; Sunday at 6:00 A.M.

Food: Available at the starting area. NO ALCOHOLIC BEVERAGES are permitted.

Information: John Morgan (908) 914-1948. No phone entries accepted!!

Camping: Free and in start area (primitive).



Release and Waiver of Liability and Indemnity Agreement

Name _____ Age _____

Address _____

City _____ State _____

Zip _____

Phone (area code) _____

ECEA No. _____

AMA No. _____ Expires: _____

AMA Club Name: _____

Bike Make: _____ Displacement: _____

Check skill level and class below:

- ☐ AA ☐ A ☐ B ☐ C
☐ Senior (40+) A-B ☐ Super Senior (50+) A-B
☐ Four Stroke A-B-C ☐ Women
☐ Veteran (30+) A-B-C

I hereby give up all of my rights to sue or make any claim whatsoever against the American Motorcyclist Association and its district organizations, the American All Terrain Vehicle Association, the promoters, sponsors and all other persons, participants or organizations conducting or connected with this event for any injury to property or person I may suffer, including crippling injury or death, whether such injury arises while I am preparing for or participating in the event or while I am on the event premises.

I know the risks of danger to myself and my property while participating in the event and while upon the event premises and, relying on my own judgment and ability, assume all such risks of loss and hereby agree to reimburse all costs to those persons and organizations connected with this event for damages incurred as a result of my negligence.

Signature _____

Vehicle No. _____

Witness _____

Address _____

Participant under 18 must be
notarized parent/guardian

Parent _____

No _____

Co _____

NO RIDERS UNDER 18

(sign in ink)

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Delaware Enduro Riders Inc. present the 33rd Annual



DELAWARE STATE ENDURO AMA NATIONAL CHAMPIONSHIP

*125 Miles of the East Coast's Finest Riding for A and B Riders
Early Cut-Off for C Riders, Masters, Women and Dual Sport Classes*
October 27, 1996

Location: National Guard Armory, Delaware City, DE. US Route 13/301 and Delaware Route 72, look for arrows north of St. Georges.

Payment: Make check payable to Delaware Enduro Riders Inc., and mail to:
Rick Meeker, P.O. Box 25,
St. Georges, DE 19733.
Pre-entry \$30, post-entry \$35.

Requirements: All riders must have a valid motorcycle driver's license, and all machines must be fitted with a valid license plate with a current registration, and a securely attached, working muffler. There will be a sound test at the start. All entrants

must have a current AMA and ECEA card. ECEA test for new members will be given Saturday between 1:00 P.M. and 8 P.M. No tests on Sunday. Starting position will be determined by drawing on October 16. Rider information and confirmation will be mailed after the drawing. No refunds.

Food: Breakfast and lunch available Sunday, great spaghetti dinner Saturday night. Breakfast available on Sunday morning.

Lodging: Unlimited free camping available at the start. Motels located within 5 to 10 miles of start, phone numbers below.

Key Time 7:00 AM Eastern Standard Time
Information: (302)834-2883 (Entries), or (302)834-4411 (Referee).

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Comfort Inn (302)368-8715 Fairfield Inn (302)292-1500
Holiday Inn (302)737-2700 Econo Lodge (302)322-4500
Rodeway Inn (302)328-6248 Quality Inn (302)328-6666



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Name _____ Age _____
Address _____
City _____ State _____
Zip _____
Phone (area code) _____
ECEA No. _____
AMA No. _____ Expires: _____
AMA Club Name: _____
Bike Make: _____ Displacement: _____

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Signature _____
Vehicle No. _____
Witness _____
Address _____

**Participant under 18 must have
notarized parent/guardian signature!**

Parent/Guardian Signature (sign in ink)

Notary _____
Commission Expires _____

Check skill level and class below:

- | | | | |
|--|---|---|----------------------------|
| <input type="checkbox"/> AA | <input type="checkbox"/> A | <input type="checkbox"/> B | <input type="checkbox"/> C |
| <input type="checkbox"/> Senior (40+) A-B | <input type="checkbox"/> Super Senior (50+) A-B | | |
| <input type="checkbox"/> Four Stroke A-B-C | <input type="checkbox"/> Women | <input type="checkbox"/> Dual Sport-Trail Class | |
| <input type="checkbox"/> Veteran (30+) A-B-C | <input type="checkbox"/> Masters (60+) | | |

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Ride Turkey Run

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- * Rider's meeting at 8:45am.
- * Start 9-10am.
- * Entry fee- \$20 Singles/Doubles
- * Approximately 70 Miles with Hero Sections.
- * Join N.E.T.R.A. and Ride Free (New Members Only)
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(203) 564-2791
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(203) 564-4021

Directions: Exit 89 from I-395 into Central Village, CT, follow Arrows to Central Cycle Club. For more information, contact Jack Majewski at (860) 887-2166 before 2pm weekdays.



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MONTANA '96

The things I'll do for this magazine, or, what Cabin Fever means to me

by Charlie Williams

I was on the phone crying to Paul about not having any racing events to cover. The motorcycle racing monster was in hibernation,

"But Paul, I need an assignment! We need flea dip, bad."

"Look Mr. Williams, I can't invent a motorcycle race. I will not print another article on tattooing. I do not want to buy any more drawings of your dog. I would really prefer if you quit calling me, I'm trying to run a business here, not a baby sitting service."

"If I quit calling, what's that pay?"

"I don't think I should have to pay you not to call me."

"Then give me an assignment, any thing. I'm desperate! The old lady wants a new skirt for valentines day."

"Well Charlie, what size skirt does your old lady need? My lovely wife, Nancy, has a closet full of beautiful clothes she never wears..."

"No man, skirting around the trailer! We gotta 12 x 60 and the old lady wants new skirting around it. You know what that skirting's for?"

"No Charlie, what is that trailer skirting for?"

"It's to keep the wind off my crack while I'm under there trying to thaw out the plumbing!"

"Charlie, do you still have your car phone?"

"No, hell no, they came and got it after I fell asleep on the 900 number."

"Then here is your assignment, should you choose to accept it. I want you to get in your car and drive as far away from here as you can."

"Can't go to California. Gotta outstanding



warrant."

"Really, what's it for?"

"Camping."

"Then don't go to California. Go to Montana—soon; become a dental floss tycoon."

"Okay, sounds good to me, what event will I be covering?"

"I don't know, why don't you go run a snowmobile off a cliff?"

"Okay, that sounds like a great story. Maybe I could get stranded and nearly starve, or trapped under a avalanche and die. Wow, that is a great story idea, I guess that's why they call you Bossman."

"Yea, avalanche."

"Okay, well, avalanche to you too. I'll call as soon as I get home, or I could just come over there."

"No! Call—no, write—when you get work."

"No, hell, Paul, I'll just come over, it's only five states away!"

"No! We just moved!"

"Oh? Where did you move to?"

"California."

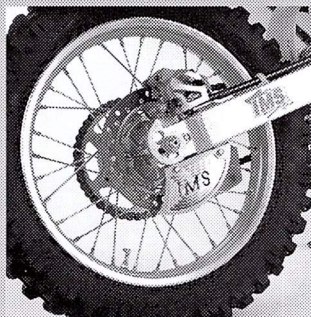
One week later I wind up at West

Yellowstone, Montana, renting a 600cc Ski-Doo snowmobile. It was pretty fast. It would lift the front runners up for a city block. The temperature was like 30 below zero plus the wind chill of a loose nut on a 600cc machine. Montana has a beautiful groomed trail system and I got to ride 70 miles unsupervised, outside Yellowstone park, and 90 miles inside the park—but under much stricter rules and regulations. I got to see moose, bison, elk, an eagle, some magpies, some turkey vultures, beaver, ducks, geese. There is so much room out here I can't figure out why we had to fight the Indians over it. Then when

we got the land, all we did was stretch a few meager fences and raise cows on it.

This reminds me of India, where the cow is sacred and does what it wants. I am embarrassed for my race's actions against the Indians, also for the disruption of the animal migration paths, all done so we could grow hamburger, which isn't any good for us anyhow. The white man is so stupid, generally. Remember, Europe didn't send the cream of the crop, they sent the social misfits, criminals and the insane to the new country. Proof? I am an American!

So I sled it to the top of Two Top mountain. The wind is howling and it is colder than hell. I can see the actual summit about half a mile off the trail, with the tracks of 100 snowmobiles making the small detour. I followed up to the 7,000 ft. summit and did the Chevy Chase Grand Canyon thing and took off back down the hill. In the wind and blowing snow I accidentally wandered off the main trail, off onto some wind-blown hard pack with no trails. Instantly I was lost and in trouble. I had ridden the sled part way down a hill it could not climb, and



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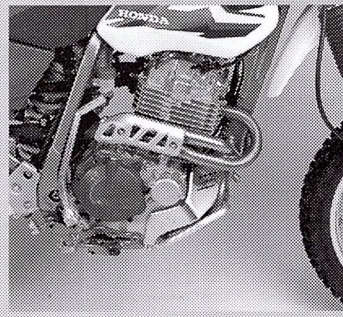
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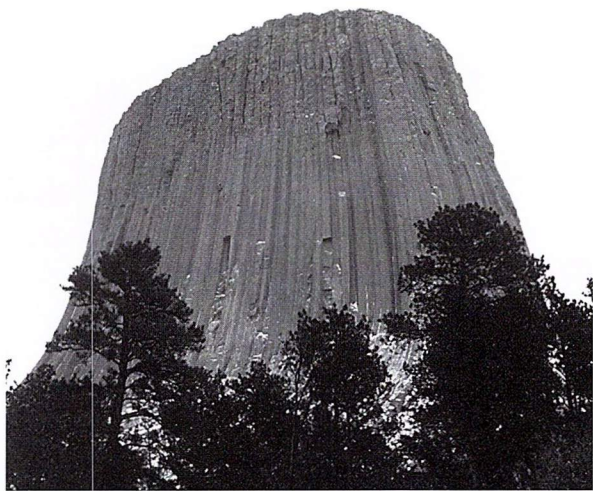


OIL LINE GUARD

about 15 feet ahead of me was the edge of a large snow cornice. This is where the wind blows a big snow drift at the top of a hill and snow builds and builds until you have a large unstable dangerous cliff waiting to collapse in its own avalanche. I am on the edge.

This is a very bad situation. Checking my list of things not to do I've violated several major rules: don't ride by yourself, don't ride off the trail, don't ride on top of cornices, don't ride back-country without an avalanche beeper, don't ride without proper emergency gear, don't ride without leaving a plan with someone. I had left a plan with the dog, but locked her in the car and she cannot lift the plunger without her prosthetic thumb, don't don't don't. I am really in bad trouble here. Do I try to hike out? It will be miles before I hit a busy trail and find help, every step post holing up to my knee. The exertion of hiking in this cold weather would have been suicide. It would have been a 4-step program: 1 you hike, 2 you break a sweat, 3 you stop to rest, 4 you freeze solid. Remember it is a genuine 30 below and the wind is raging sideways full of snow. I can't take off my goggles to use my camera. Then, providing I do find help, there would be some kind of expensive sled rescue, and I had turned down the 14 dollar insurance policy. It is a combination of the extreme cold and wind, combined with the remoteness along with the fact that no one knew where I was and would not miss me for another 8 hours. If I'm not extra smart and cool, suave and savvy, this may be the very last time you ever hear from me. Is this what Paul was hoping for? I can visualize the dog talking to the police.

"Rwell he rwas groin tro Trwo Trop, bad trouble, he is rupid."



About 50 yards behind me, a tree had blocked the wind enough to create a notch in the snow that led to the face of the hill and down into the woods. To ride out was my only hope. So I horsed the 300 pound sled around 180 degrees very gently, so I would not trigger an avalanche.

Things were very grim. First I had to traverse 50 yards on top of a snow cornice, getting ever closer to the edge, then without stopping drop into the 20 foot notch on top of a narrow knife-edge of snow onto the face of a hill I could not have skied, all in one fell swoop. If I stopped the machine would instantly be stuck, then I would be digging myself out with unstable snow above me—another don't. I had learned that just like a bike, too much brake and the sled will go sideways. Without liberal throttle the clutch goes into neutral, so like an automatic Husky you have to gas it going down hills. I knew this, but it is so hard to do.

A wrong move on the steepest part of the hill would have wound up with the machine sideways, barrel rolling down the hill. I knew that the luggage rack would land on the back of my calf and in extra extra slow motion would push my lower leg bones forward out of place, past the knee cap. They don't really break, just spread and jump nine inches out of place and come to rest on top of the knee cap. No blood, good. A wrong move on the bottom run-out would leave me stuck directly in the path of the inevitable avalanche. I have to plan a line out through the trees. The snow is so deep the machine is very hard to steer; it'll be a couple of miles wallowing and digging my way through deep powder until I rejoin the trail, but at least I'll be out of the most exposed danger.

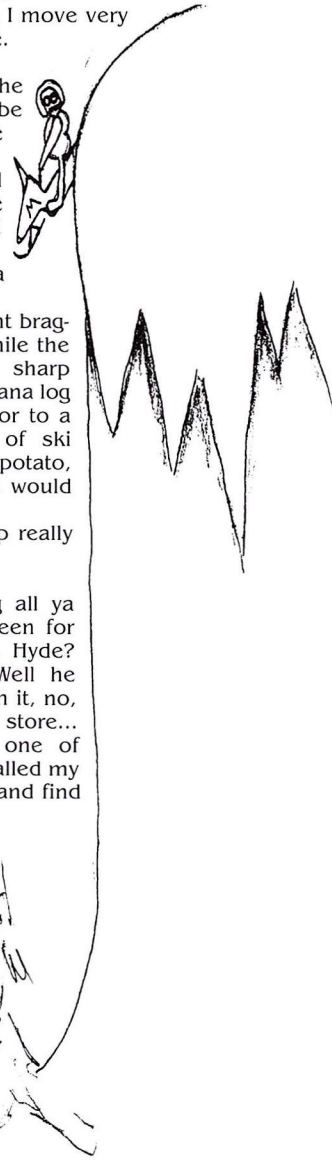
The digging has me sweating and I move very economically, to sweat is to die. Then in less time than it's taken to read this I'm at the bottom of the hill looking back up. It appears to be three times taller than the pine trees, probably 150 feet. The straight line down made by the sled emphasizes the height. The cornice is huge and I had been suspended by snow alone, stomping around and digging. The devil missed a good chance.

I stood around the lodge that night bragging on my ignorance and luck, while the waiters quietly put away all the sharp knives. I had found a genuine Montana log cabin to hole up in, right next door to a bar/restaurant run by a bunch of ski junkies. Steak dinner with baked potato, several beers, desert, and the bill would be \$4.50.

"Wow, that makes me want to tip really big."

"That would be fine indeed sir."

"Well, anyway, like I was telling all ya beer sodden locals, if it hadn't been for Mark Hyde, you guys know Mark Hyde? Now there was a sickle racer! Well he taught me pick a line and stick with it, no, that was my mom at the grocery store... Hey long hair! Gimmie another one of those 15 cent beers! You know, I called my editor, wants me to go to Daytona and find the baddest dude there, wants me to interview him. Gave me these here questions to ask him, number one, Does having long greasy hair and cheap tattoos help mask your homosexual tendencies? Boy, I had better numb up for this assignment. Hey, long hair...! □



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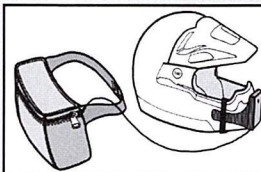
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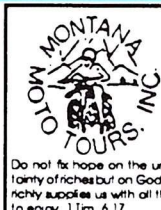
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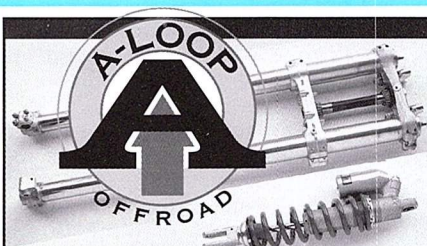
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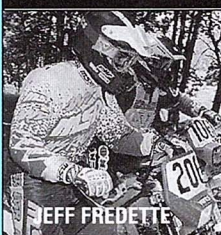
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Old fighter pilots usually begin their best war story with something like: "So there I was, upside down at 5000 feet out of ammunition and biting big holes in my parachute/seat cushion." Why should an old trail rider be any different?

So, there I was flying along seven feet off the ground and running out of air speed, altitude, and constructive ideas at the same time. My Honda 650L was holding formation on my left and I remember it's annoying horn blaring as I impacted on the Ozark dirt road. (The horn sounds exactly like a cheap smoke alarm; every time I hear it I imagine I can smell smoke from overheated bacon).

Ozark dirt roads have been compacted by overweight Indians, overweight buffalo, overweight iron-wheeled Conestoga wagons, overloaded bootleg booze deliveries and, more recently, overweight logging trucks.

Geoff Lackey, Brad's distant cousin, was riding just in front of me and insists he heard the horn before my flight and DURING my flight and right up to the "thump," when a sizable dust cloud drifted over the rear view mirror where he was watching the whole performance..

I suppose, like a dummy, I was holding the motorcycle by the left handgrip—thumb on the horn—all the way to impact.

Two sizable dogs had shotgunned out from a picturesque roadside rustic dwelling, seemingly bent on assisted suicide, and had picked me as the assistee.

They felt very little pain.

This wasn't the first time I had to eat dirt after getting wrapped up with a dog. And my reconstruction of the trajectories and flight paths made me think I'd hit BOTH of them; one under each wheel, at the same time. Both me and the motorcycle had experienced many, many, unintended get-offs but this one had set a new altitude record. The goofy part of my mind was suggesting the dogs may have been Springer Spaniels.

For one thing, the Honda's headlight was shattered and THAT had never happened before. Even Colorado rocks couldn't break that thing after I'd installed the heavy wire grid over it.

Obviously, the bike had hit really hard and, for a fact, so did I in a nice three-pointer—left shoulder, left hip, left side of the helmet. I remember tilting my head down so as not to scoop too much Arkansas real estate inside the chin of my helmet; the stuff gets down your shirt collar mixes with sweat and itches something fierce. Sometimes, if there is a sizable amount of horse exhaust in the mixture, along with a percentage of deer ticks, lice, fleas and chiggers, it tends to clog shower drains.

Geoff is a big fellow; as is Brad—who once took up most of the rear seat of a rental Firebird I was driving. Thankfully, he had my big Honda on its feet and pointed toward my van as I was foolishly telling him to go ahead and enjoy some riding while I waited at the van to get my wind back. Geoff just shook his head because he's seen a lot of crashes and thought that mine was a solid TWELVE out of a scale of one to ten.

We rode the four and a half miles back to my van before too much shock set in and Geoff, bless him, loaded everything himself. By this time I knew something was more or less terminally amiss in my left shoulder and didn't object when Geoff took the wheel and cruised the hundred miles back to home base right quick.

It was a long painful night, let me tell you. And the worst part about it was thinking that Medicare had just kicked in but I thought they would let the ink dry a little before putting me under the knife. Remembering impacts that seemed just as violent in the past, and then just shrugged off, didn't ease my peace of mind AT ALL. Maybe Hertfelder is done riding? Maybe he's down the tube; washed up, hors de combat or something?

Then I remembered the smashed headlight on the Honda and realized that THIS was no ordinary get-off. This was an exceptional get-off, definitely earth shaking. An "augured in" that was memorable.

Next morning my wife got on the phone to locate a medical facility equipped with in-house x-ray. It didn't make much sense to see just any doctor THEN go somewhere else for the x-ray; especially if Bernice was driving the van.

She struck pay dirt at the Cabot Clinic, right down the street in Arkansas terms, and they booked me in the same afternoon after Bernice, more or less, declared an emergency. Which, as far as I was concerned, it sure was. Both of us suspected, and Lackey seemed to be certain, we had a broken collar bone grating around just under the skin—which was beginning to show a distinct India ink blotch.

Not wanting to become a motor vehicle accident statistic I told the Clinic folks that I'd fallen off my bike. (I DID, didn't I?) And they smiled pleasantly as if old

birds were coming in with broken wings every hour on the hour from falling off bikes.

Doctor Kelly, a lovely young lady, ran her long fingers gently over the ink stain and sent me to the x-ray room forthwith. She'd made a two second diagnosis proved accurate by the x-ray plate less than five minutes later.

My nervous attempt at small talk with Ashely Staley, the x-ray expert, was a stupid inquiry if the local farmer whose arm had been torn off by a baling machine last week had bled his way thru here. He hadn't. But Ashley's husband was the local policeman who had driven the man to emergency treatment!

Something like that can make a broken collar bone seem REALLY small.

Doctor Kelly showed me the x-ray and pointed out that the collar bone had V'd toward the shoulder top and said this was preferable to it pointing downward and puncturing a lung.

Made sense to me.

Treatment was a shoulder hold-back contraption that made things feel much better, but tighter, six weeks of more or less immobility and another x-ray check in two weeks to see if I was behaving.

I behaved—I REALLY behaved.

I was the best behaved broken collar bone victim in recorded history. Grass has to be mowed? Can't do it; immobile, you know.

Tomatoes to be planted? sorry. New concrete footing needed around the barn? wish I could help, but....

The two-week x-ray, they said, looked really good. To me it looked like a copy of the first with the same splintered ends pointing up but what did I

know? I suspected old guys heal slower. I was also beginning to miss pushing the lawn mower around. I even thought of ordering another cord of wood for next winter so I WOULDN'T have to stack it. Nah—too obvious: I'd be pushing my luck.

So now Bernice has me washing and drying the dinner dishes. Therapy she calls it. □

Ed Hertfelder is a teller of tales and writer of books, as well as author of the internationally famous Duct Tapes stories. He can be reached at 111 North Summit Dr, RR5, Cabot AR 72023.



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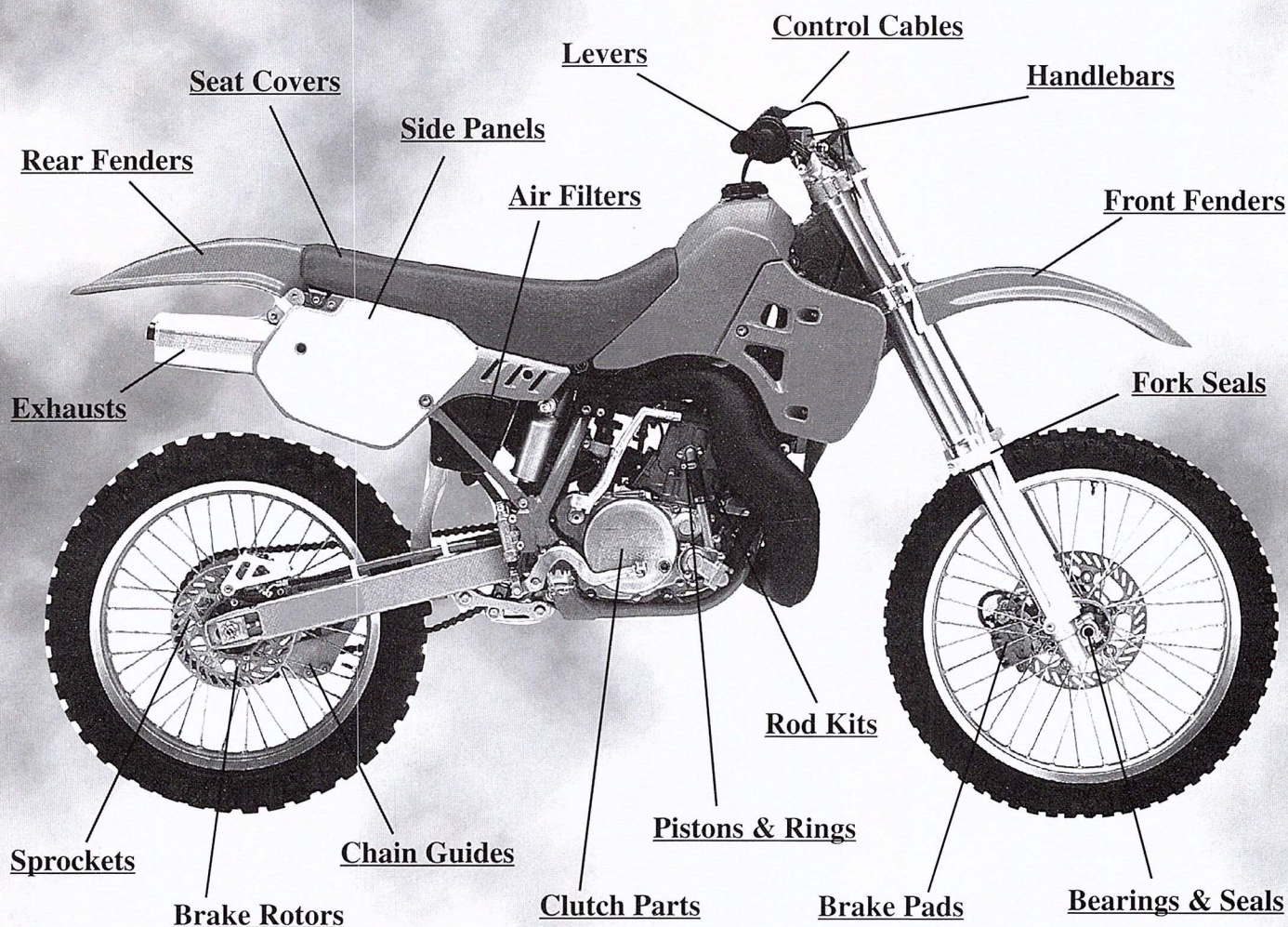
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